MARCH 21, 1964. VOL. CCLVI. NO. 3329. TWO SHILLINGS AND SIXPENCE

THE SPHERE

BELL'S
SCOTCH WHISKY
"Afore ye go"
It's Simply Delicious

Champagne
MERCIER
a hallmark of good taste
Champagne Mercier S.A., Epernay, France
U.K: Jarvis, Halliday & Co. Ltd.,
62 Pall Mall, London S.W.1 Tele: WHItehall 1778

MORNY
OF REGENT STREET LONDON
FINE SOAP · MATCHING BATH LUXURIES · PERFUME

Apollinaris
is the natural mixer with Scotch...
ask for 'Scotch and POLLY'

Deinhard cabinet
— the sparkling wine from the Rhine

The essence of feminine elegance
LES PARFUMS
WORTH
JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

SKYWAY hotel
Bath Road, Hayes, Middlesex.
THE HOTEL WITH THE WORLD ON ITS DOORSTEP
Reservations: SKYport 6311. Opposite London Airport.

ESTABLISHED 1486
Prop. Familie Schäfer
Tel. : 5821
Telex: 04186/640
LUXURIOUS HOLIDAYS and IMPROVED HEALTH!
for those afflicted with Rheumatic Neuralgic and Circulation Diseases
—HOTEL SCHWARZER BOCK—
Wiesbaden's leading LUXURY HOTEL near the Rhine
ROOF TOP RESTAURANT
NEW INDOOR THERMAL SWIMMING POOL
You can achieve enormous relief by using our thermal and massage facilities.

GET YOUNGER EVERY DAY
On
WM YOUNGER'S
SCOTCH ALES
A PRODUCT OF SCOTTISH & NEWCASTLE BREWERIES LTD.

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
ROYAL EXCHANGE, LONDON, E.C.3
MOTOR POLICIES

PUBLISHING OFFICE, INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/6

"Let's take my car!"

That's what *you'll* be saying for a long time to come, if you buy a Vauxhall Victor

The feeling of pride in a Victor is a feeling that lasts. Read here how much the Victor offers for your money; then prove it by trying one for yourself.

Good looks. There's no mistaking the "clean line of good design"—one of many fine features which put the Victor way out ahead.

Ample room. Five big people sit in club-chair comfort in the Victor (with leather upholstery in the de luxe models). The boot holds 11 cubic feet of hard luggage, plus lots of soft luggage too.

Greater power. The new 1600 c.c. engine gives 22½% more power with an easy 80 m.p.h. maximum. Better acceleration; less gear-changing; more bite on hills.

Perfect road manners. Enjoy dream-like handling; smooth, sure travel insulated from road noise; top-class road-holding; feather-light controls.

Economy. The Victor provides luxury motoring on a shoe-string budget. High m.p.g.; low maintenance costs. Lubrication every 30,000 miles. Oil change every 3,000 miles.

Choice of gearbox. 3-speed column or 4-speed floor change. Sweet synchro-mesh on all speeds.

Sure-stop braking. Bigger brakes to match the bigger engine. Optional, at extra cost, power brakes with front discs.

Lasting value. Victor quality is built in—to last. Magic Mirror acrylic lacquer keeps its showroom shine without polishing. Complete underbody seal.

Ask your Vauxhall dealer for a trial run. He'll welcome the opportunity to demonstrate Victor engineering leadership.

VAUXHALL
VICTOR

VICTOR SALOON £634.18.9 (£525 + £109.18.9 pt)
VICTOR SUPER £667.11.3 (£552 + £115.11.3 pt)
VICTOR DE LUXE £735.4.7 (£608 + £127.4.7 pt)
VICTOR ESTATE CAR £737.12.11 (£610 + £127.12.11 pt)
VICTOR DE LUXE ESTATE CAR £816.3.9 (£675 + £141.3.9 pt)

Volume CCLVI. No. 3329 LONDON, March 21, 1964

THE SPHERE

With which are incorporated *The Graphic* and *Black & White*

© 1964. Illustrated Newspapers Ltd. *All Rights Reserved*

Postage: Inland, 4½d.; Abroad, 6½d.

King Constantine of Greece and President Makarios of Cyprus stand together at Athens Airport during the playing of the national anthems of their countries. Archbishop Makarios had just arrived from Cyprus to attend the funeral of King Paul. He was one of the many heads of state present at the burial of the late Greek King. While the Cypriot President was in Athens, U Thant, Secretary-General of the UN, announced in New York he was confident a UN peace-keeping force for Cyprus would be established in the near future

IN THE GREEK CAPITAL

IN THE GREEK CAPITAL

Above: King Paul's coffin is carried by kilted *Evzones*, the Royal Greek Guards, into Athens Cathedral, to lie in state until the funeral
Top: In the funeral procession of King Paul, his widow, Queen Frederika, and King Constantine are followed by close relatives in the first row. In the rear are Archbishop Makarios (top left), King Frederik of Denmark, with the Duke of Edinburgh partly hidden behind him; President Luebke, of West Germany; Queen Juliana of the Netherlands and, at right, King Baudouin of Belgium, and King Olav V of Norway
Right: Inside the Cathedral during the funeral service
Far right: The gun carriage bearing the King's coffin is drawn by sailors to the royal cemetery at Tatoi

THE IMPORTANCE OF NIGERIA

404 Sir Alec Douglas-Home's visit to Nigeria this week is the first time a British Prime Minister has been to the Federation since Mr Macmillan toured all Nigeria's regions during his grand " wind of change " African tour in 1960. Sir Alec will only spend three days in Lagos for talks with Sir Abubakar Tafawa Balewa, the Nigerian Federal Prime Minister. However, coming at a time when the British General Election seems so imminent, there are clearly very striking reasons for Sir Alec to feel he should spend that amount of time in Nigeria.

As Nigeria is the third biggest country in the Commonwealth (the recent population census, of which more later, showed nearly 56 million people) and is far and away the most populous country in Africa, it is perhaps surprising that consultation at the highest level outside the infrequent Commonwealth Prime Ministers' conferences has not taken place more often, particularly as, of all African countries, Nigeria's ties with Britain are among the strongest. Trade links are many and cordial and educational ties are massive (there are at the moment 17,000 Nigerian students in Britain, more than any other Commonwealth country). And nowhere else in Africa are British legal and parliamentary traditions taken so seriously.

But as so often happens, friendship is taken for granted and neglect sets in. This is reflected in British press and broadcasting coverage of Nigeria. It is ironic that Chief Anthony Enahoro, Deputy Leader of the Opposition, should be the only Nigerian politician to be a household word in Britain, and that only because he happened to become the centre of a liberal *cause célèbre* when he unsuccessfully sought political asylum here. It is true that the political set-up of the Federation, with its complex checks and balances, is an intractable subject to explain in simple terms to non-initiates, and that there is no charismatic national leader like Nkrumah, Banda or Kenyatta. Nonetheless, compared with the detailed coverage of controversial events in Ghana, Nigeria has never had the attention it deserves. For example, it was little noticed that last month's election in the newly formed Mid-West Region was a democratic contest between two rival parties and, almost unique in present-day Africa, the result was genuinely in doubt before it was announced. Those who generalise blandly about dictatorship in Africa ignore the burgeoning and outspokenly free press of Nigeria, which on occasion can mobilise public opinion, as when last summer it combined with the judges and certain politicians to defeat a modified Preventive Detention measure proposed by the Federal Government.

Sir Alec's visit, then, can be seen as a timely recognition of the true importance of Nigeria in Britain's world picture. But there are more specific reasons for the visit at this particular stage. The Prime Minister is known to be anxious to talk about Commonwealth trade and to probe more intensively the attitude of the African Commonwealth to the Southern Rhodesia question. He will also be sounding Sir Abubakar about a possible Commonwealth Prime Ministers' conference to discuss both Southern Rhodesia and trade. The last conference was held in September, 1962 under the shadow of the Common Market negotiations; another is now overdue. Circumstances are more auspicious, and there is pressure from many quarters, not least from the Opposition. July has already been tentatively suggested. No Prime Minister would want to face his Commonwealth colleagues in a state of pre-election weakness.

In the background to Sir Alec's visit are two events of climacteric importance to Africa —the appeal for British troops from Kenya, Uganda and Tanganyika following the East African mutinies, and the French intervention in Gabon, where French paratroops helped to reinstate President Mba who had been deposed in a *coup d'état*. Both these might have been expected to cause a considerable stir in Pan-African opinion, ever on the look out for " neo-colonialist " activity. In the event there has been barely a murmur of criticism of the East African governments and not much of the far more dubious French action in Gabon. There have been too many coups, plots and disturbances in the newly independent African states for those in power to look this particular gift-horse in the mouth. And although Tanganyika is probably to have an African military force (of Nigerians, Algerians and Ethiopians) to replace the British, there is much caution over Ghana's proposed African High Command. For, it is asked, who would be in charge, who would pay for it and when would it be used? These events, with the revolution in Zanzibar, have heightened British Government worries as to security in African states. Sir Alec has indicated several times that he takes the Communist threat to Africa very seriously, using Chou En-lai's " appallingly frank " remark about revolutionary prospects being excellent throughout the continent as his text. This is therefore something he may raise with the Nigerians.

It so happens that he will find Nigeria in the throes of its most serious political crisis since independence came in October, 1960, arising from the thorny question of the population census. It is on the census that seats in the Federal Parliament are allotted. The census in 1952 gave the Northern Region (18 million) an overall majority over the other two regions (15 million together); in the 1959 Federal Election the Northern Peoples Congress, the dominant party in the North, won the most seats, although not an overall majority. This led them to form a coalition with the Eastern-based NCNC, the National Council of Nigeria and the Cameroons (now the National Convention of Nigerian Citizens), with the Western-based Action Group in Opposition. Although the NPC now have an absolute majority the coalition, if somewhat battered, is still existing. But this year Federal Elections are due again; the Southern parties had been hoping that the census would show significant population changes that would rob the North of its overall majority.

It was known that the 1952 count had been inadequate and, with increased travel by Southerners in the vast empty spaces of the North, what had been accepted as an inevitable preponderance became more and more doubted. The issue became explosive when the 1962 census foundered. A Northern Minister accused the Eastern Region of inflating its figures, producing a crisis that rocked the coalition. So another census was held in November last year, surrounded by intensive precautions. The results of this were announced at the end of last month, giving the North nearly 30 million and keeping its overall majority. This, linked to the words of a Northerner that " the NPC will rule for ever," produced a state of instant disbelief in most Southerners. Beginning with students, the feeling soon rose to Governments. The East and the Mid-West (both NCNC) have rejected the figures.

It is the NCNC which has taken the figures hardest, perhaps because it stood to benefit the most from any adjustment in the balance of power. But the Western Premier, Chief Akintola, has accepted the figures. And President Azikiwe, founder of the NCNC but no longer an active politician, whose influence is vast, has urged restraint, saying that Eastern Nigeria was making serious allegations which might plunge the nation into disaster. At the same time came distant thunder from the Northern Premier, Sir Ahmadu Bello, Leader of the NPC, by repute the most powerful man in the Federation, who has hinted that he is prepared for a showdown.

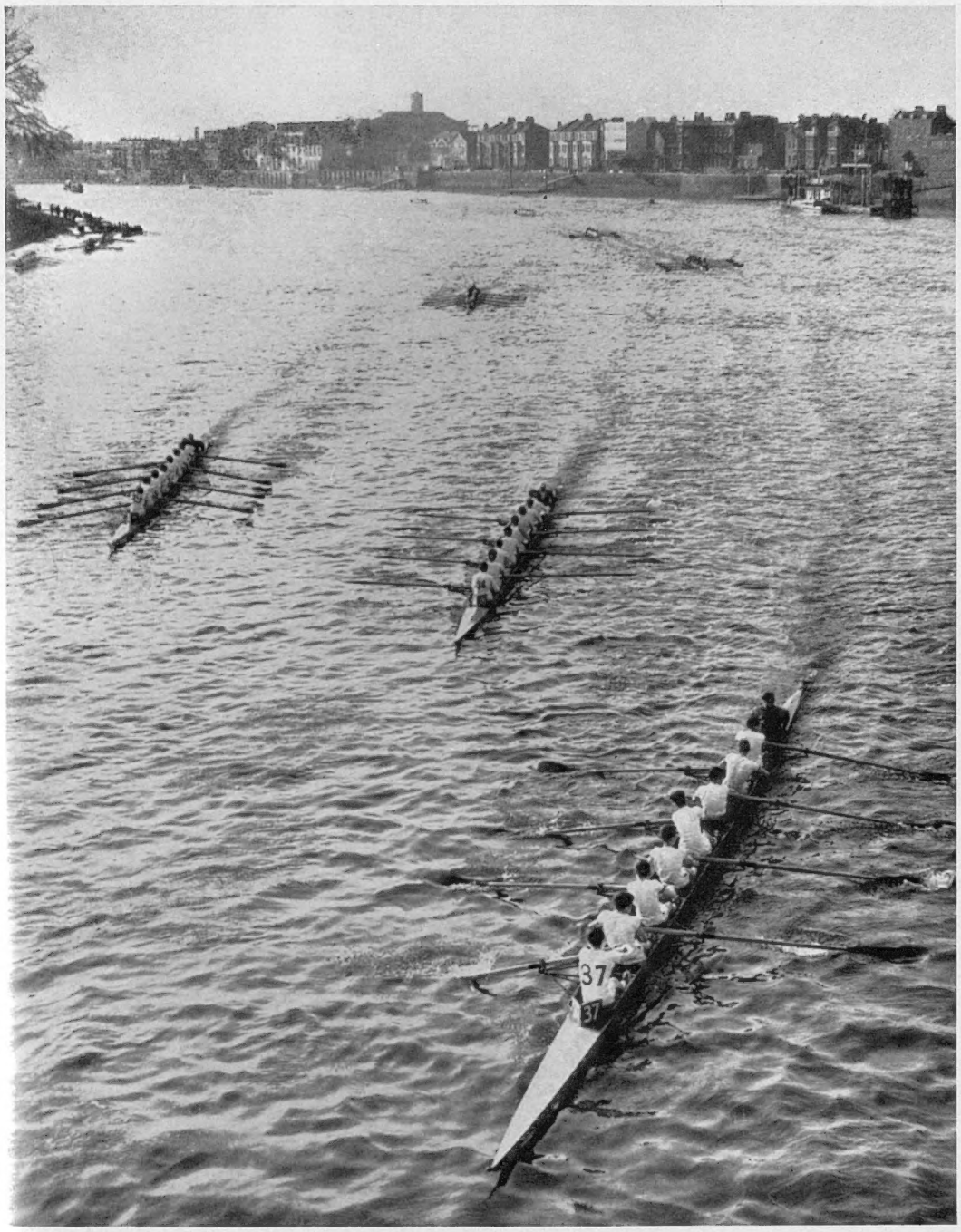
But census figures cannot be a subject of bargaining; one either accepts or rejects them. On any other issue Nigeria's pragmatic politicians could compromise as they have done many times in the past. To reject the figures is to deny legitimacy of any election based on them; but the only other course is for the Southern parties to attempt to undermine NPC supremacy in the North, as the Action Group of Chief Awolowo tried to do in 1959. But now Awolowo is in prison on a conviction of treasonable felony (his appeal comes up next month) and his party is fundless, although still likely to carry any election in the divided West. Any Southern crusade against the North would thus have to be spearheaded by the NCNC.

Nigeria's fate, then, is very much in NCNC hands. Dare it risk leaving the Federal coalition and form a Southern Progressive front with the rump of the Action Group? In the long run it is essential for unity for the parties to contest elections in all the regions. From this point of view it is encouraging that the NPC is now attempting to establish bridgeheads in the South.

What will Sir Alec make of all this? If he is wise he will not attempt to read any right or left-wing motives into the affair, in spite of the undoubted conservatism of the Northerners. It is true Nigeria has had its treason trial and some serious labour unrest (a vital Commission on wages and salaries is shortly to produce its report). For all their justly praised moderation, Nigerians are as strongly nationalist as other Africans. Anything that can be made to look like outside intervention should be avoided. Even to visit Nigeria at this time will excite suspicion. Sir Alec should tread delicately.

Kaye Whiteman

THE NEWS IN PICTURES

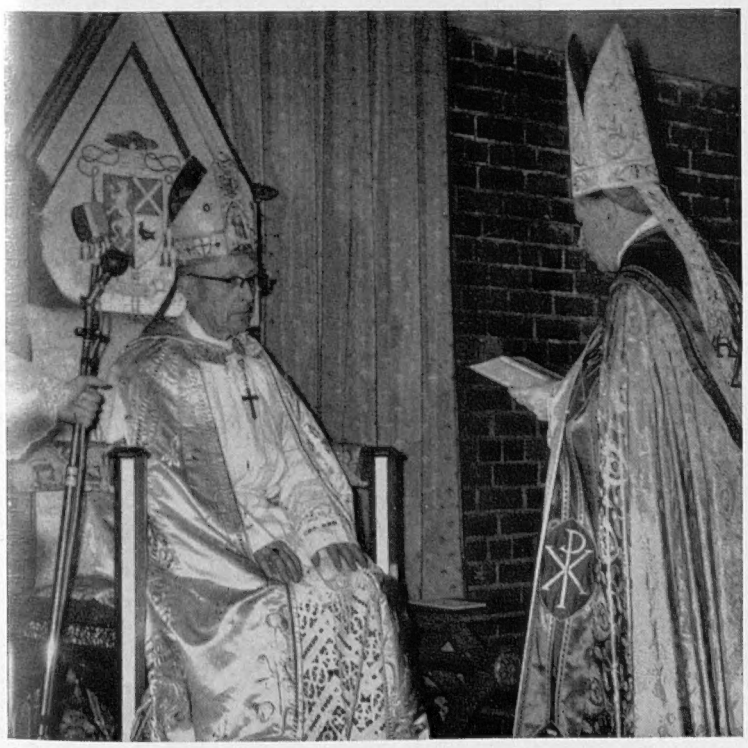


To convalesce in the Caribbean

The Queen Mother sets off from London Airport for the West Indies for a cruise to recuperate from her operation. Princess Margaret saw her off

Home from the West Indies

The Duke and Duchess of Gloucester are arriving in London by air from Jamaica. They had been holidaying there on the advice of their doctor



Schoolboys on the Tideway

In the Schools' Head of the River race on the Thames in London between Chiswick and Putney, Emanuel "C," University College School "B" and Merchant Taylors', Crosby, come up to Hammersmith Bridge. King's, Canterbury, went Head. Emanuel Colts (aged under 17) created a record by moving from 64th place to joint second

Enthronement at Liverpool

Dr Beck, the new Roman Catholic Archbishop of Liverpool, during his enthronement service. Archbishop Cardinale, who is the Apostolic Delegate to Great Britain, is conducting the service

Presentation at London Airport

Mrs David Bruce, wife of the American Ambassador in London, is presented with a brooch by Mr Charles Forte, the Chairman of Forte's Holdings Ltd., at the new Forte's Airport Hotel at London Airport. She had officially opened the hotel which has 300 rooms and has been designed especially to meet the needs of air travellers. All bedrooms have been made soundproof with heavy masonry walls, and double windows

NEWS SUMMARY

The UN force for Cyprus; Commonwealth trade talks in London; referendum for Malta

406 **INTERNATIONAL**

A new phase was thought to be opening in Cyprus last weekend with the arrival of the Canadian advance party wearing the blue berets of the United Nations. The news of the setting up of the international force came as Turkey and Greece seemed on the brink of war over the island, with the possibility of a Soviet intervention on the side of Greece. In Britain, Sir Alec Douglas-Home broke off his pre-election tour of the West Country to return to London for urgent consultations with his cabinet colleagues. The Prime Minister also saw Mr Wilson, the Opposition leader.

By Monday morning firm offers of contingents for the UN force were reported to be 1,000 Canadians, 700 Swedes and the same number of Finns, and 500 Irishmen. Britain was understood to be providing half of the 7,000 troops required. Lieut.-General Gyani, the commander-designate of the force, having left Cyprus for a week's leave in India, a deputy commander had arrived in the person of Major-General Chaves, of Brazil, from the United Nations Emergency Force in the Middle East.

It was generally recognised that while the establishment of the UN peace-keepers might temporarily ease the tension, the long-term solution of the Cyprus problem must depend upon the appointment of a neutral mediator. (*More pictures overleaf.*)

GREAT BRITAIN

Commonwealth Trade Ministers are gathered for a conference in London this week. Their talks are a prelude to the United Nations conference on trade and development due to open in Geneva on March 23. Besides exchanging information about their various economic policies, the Commonwealth ministers are considering a report drawn up by Mr Raul Prebisch, the secretary-general of the UN conference. This deals with the relationship between industrial countries and developing countries, and suggests how the former can help the latter.

On the domestic political front the ranks of the Conservatives fell into still greater disarray after the revolt of at least 46 of their back-benchers against the Bill to abolish resale price maintenance. However, the Government showed every intention of pressing ahead with the measure. (The Industrial Correspondent writes about RPM on page 432.) Comment in the Sunday Press spoke of a Tory "death wish" and the historically minded opined the party's fortunes were in as parlous a state as they were in 1905. Despite denials from Government spokesmen of any intention to curb the powers of Sir Hugh Greene, the BBC's Director-General, by the appointment of a "strong man" as the new Chairman of the Corporation's governors, Mr Wilson referred to the reports in a speech at Weston-super-Mare on Sunday. He indicated that if the chairmanship was made a political appointment by an outgoing Conservative government, an incoming Labour government might not feel bound by it.

The Union of Post Office Workers' executive was to meet on Wednesday of this week to discuss the proposal for a one-day postal strike on April 16. The Union alleges the Post Office is deliberately maintaining a policy of low wages and has asked for an independent inquiry into postmen's pay. This has been refused by Mr Maudling, the Chancellor of the Exchequer, who suggested instead taking the wages claims to the Civil Service Arbitration Tribinal.

UNITED STATES

On his 120th day in office, President Johnson gave a television interview in which he criticised President de Gaulle for his recognition of Communist China. (At the time General de Gaulle was on his way to Mexico.) Mr Johnson said there were no plans for carrying the war in South Vietnam into North Vietnam. Reviewing the domestic scene he referred to poverty in the United States. A message on this subject was to be sent to Congress early this week.

In his trial at Dallas, Texas, Jack Ruby was sentenced to death for the "murder with malice" of Lee Oswald, the alleged assassin of President Kennedy. His lawyers said he would appeal against the sentence.

The United States and Panama agreed last Sunday to resume diplomatic relations which were broken off because of the rioting in and around the Canal Zone last January.

Anxiety is to be the subject of a one-day international conference in New York next month.

MALTA

There is soon to be a referendum on a draft constitution for Malta. The electors will be asked whether they approve the proposed constitution for independence, due by May 31. The new constitution has been drafted by Dr Borg Olivier, the Prime Minister, after talks with Mr Duncan Sandys in London. Before the referendum is held, Dr Olivier will present his draft to the Malta Legislative Assembly. The British Government is likely to appoint observers to verify the conditions under which the referendum is to be held, for there are still big differences in the views of the Maltese political parties.

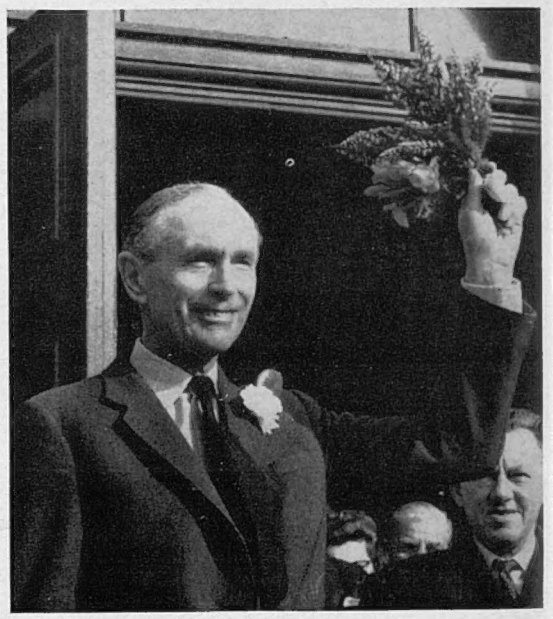
AFRICA

The British colony of Gambia, the last in West Africa, agreed last week with its very much larger neighbour, the ex-French colony of Senegal, to co-ordinate the development programmes of both countries, especially in the field of agriculture. This was announced after a two-day visit to Bathurst by President Leopold Senghor of Senegal, during which he had discussions with the Gambian Prime Minister, Mr David Jawara. Nigeria has been preparing this week for the visit of Sir Alec Douglas-Home, due there on Thursday for talks with Sir Abubakar Tafawa Balewa, the Prime Minister

In Kenya, hundreds of African squatters who had been upsetting European farmers in the Rift Valley region were ordered off last weekend in the biggest police action since Mr Kenyatta, the Prime Minister, promised action against them earlier this year.

The Sudanese Government expelled 300 missionaries from the south of the country last week.

In Morocco 11 men convicted of plotting to kill King Hassan have been sentenced to death. They were accused of plotting a *coup d'état* last July.



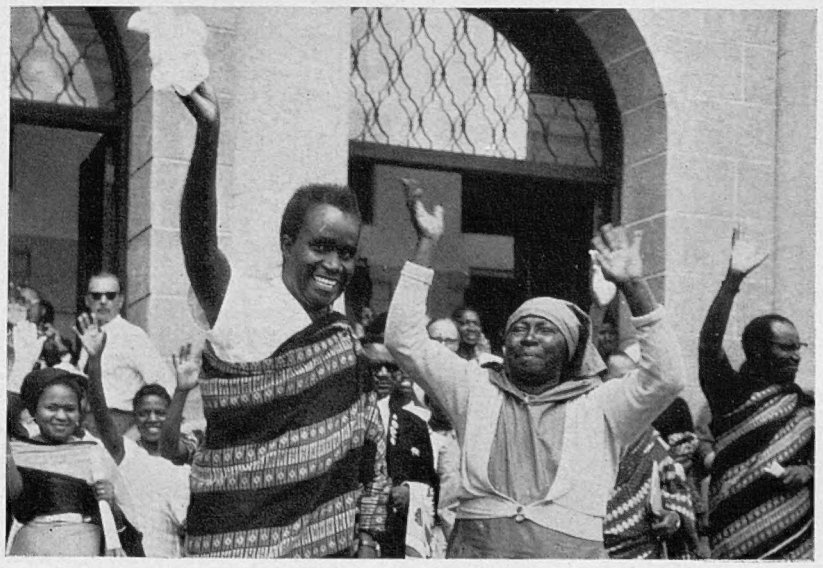
Above: Sir Alec Douglas-Home waves a bunch of white heather in Penzance. He was speaking in Cornwall on the day after the birth in London of his first grandchild, a granddaughter, to his youngest daughter, Mrs L. A. Wolfe Murray
Top: Mr Henry Cabot Lodge, US Ambassador in South Vietnam, learns in Saigon of his surprise victory in the New Hampshire Republican Presidential Primary. He was not an official candidate, but 32,207 voters wrote his name on their ballot papers

Left: King Hussein of Jordan talks with President Nasser of the United Arab Republic at an Egyptian Air Force rocket base near Cairo. Sitting in front on the left is Field Marshal Abdel Hakim Amer, the Commander-in-Chief of the Egyptian army. The king watched ground-to-air missiles being fired and saw Soviet-built MiG fighters use rockets to destroy targets on the ground. His visit to Egypt was a sign of the recent improvement of relations between Cairo and Amman

Below: An AA patrol vehicle tows a car along a snow-covered road in Perthshire, Scotland. Last weekend almost the whole of Britain was struck by gales, blizzards, torrential rain or floods. At least three people were known to have died as a result of them. Many roads were blocked and rail traffic was disorganised. Dr Beeching was an hour late in arriving at his office on Monday morning because of train delays. On the same day meteorologists forecast more snow to come

Left: South Vietnamese government troops cross a river during operations against Viet Cong (Communist) guerrillas in swampy country in South Vietnam. As a result of the visit last week of Mr McNamara, the United States Defence Secretary, South Vietnamese action against the Communists is to be intensified

Right: Mr Kenneth Kaunda, Prime Minister of Northern Rhodesia, waves at Lusaka Airport to greet Mr Cyrille Adoula, Prime Minister of the Republic of the Congo, arriving for a visit from Leopoldville. Mr Adoula was guest of honour at the first Northern Rhodesian House of Assembly



BATTLES IN CYPRUS

Above: A Turkish Cypriot convoy, escorted by a British armoured car, is covered by Greek Cypriot police in Nicosia
Top: The Indian General Gyani, commander-designate of the United Nations peace-keeping force for Cyprus, walks with British officers in the market square of Ktima after there had been heavy fighting between the Greek and Turkish communities in the town in the west of the island. British troops had been fired upon. This was one of the many incidents endured by the British troops which led to Britain telling the UN that unless a UN peace-keeping force was sent within a few days, the British would withdraw into their sovereign bases
Right: In Paphos, Greek Cypriots take a bazooka into a house captured from the Turkish Cypriots
Far right: Greeks advance during the fighting in Ktima

b

A LONDON NEWSLETTER

13-15, John Adam Street, London, WC2

410

A pretty awful prospect

Mr Douglas Jay the other day prophesied to a Labour audience that whatever government was elected in 1964, it would face a " pretty awful prospect." He was considering the economic difficulties ahead, and he was also reserving his sympathy entirely for the members of the next government. He might have spared a little sympathy for the electors. It is a very questionable " truism " that a nation has the government it deserves. I would admit that a majority of the nation elects the political party which it thinks will best serve its interests, but that majority has no say at all in selecting its government, and spends a lot of time and energy in criticising individual Ministers from the day a Cabinet is formed, even when it supports the party. As for the minority of electors, they may fairly claim that they neither desired nor deserved the party in power and are justified in condemning the newly constituted government, lock, stock and barrel. The " truism," in short, can be broken down realistically to mean no more than this: a majority of the electors puts in power the party it deserves. Neither majority nor minority can accept responsibility for choosing the government, and cannot be held to deserve it. Mr Jay, therefore, should spare more than half his sympathy for the nation which soon enough will be going to the polls, like aristocrats in the tumbrils, in dread of getting the worst of two possible worlds. " A pretty awful prospect " for General Election day—rather like a descent into a cellar stocked only with vins ordinaires, to choose the " best claret."

Above: To mark the birth of the Queen's fourth child, a boy, a 41 gun salute is fired in Hyde Park by the King's Troop, Royal Horse Artillery. Bulletins stated mother and child were doing well

Right: A helicopter joins white patrol vehicles at Knutsford, Cheshire, the headquarters of an experiment in policing a complete motorway—the M6. The experiment is to last three to four months. It is sponsored by the Home Office in collaboration with the police of Staffordshire, Cheshire and Lancashire

Recruiting for war

Glancing again at some of the famous propaganda posters said to have persuaded the youth of Britain and her allies to die for freedom in the (first) war to end war, I wondered whether the claims made for their effectiveness were exaggerated even in 1914-18. The *Sunday Times Colour Magazine* recently republished a few samples of the more famous posters from Britain, France, the USA and Italy, including, of course, " Kitchener wants you," with the pointing finger, later on copied when Uncle Sam, too, needed cannon fodder. On the whole, I should say the British poster propaganda was cruder than the rest. The French and Italian showed much more pith and wit. The dear old mother urging her son to go and do his duty, the pipe-smoking private with his rifle at a dangerous slope, received many a laugh from the lost generation, as I remember. I am not at all sure that Kitchener, when his reputation still stood high, did very much to draw the boys in to his armies. Then, as ever, what the neighbours and the girl-friends were saying was the best recruiting sergeant. Long before the war poets published their counterblasts to the " romance " of war, and even before Haig had raised his hecatombs in the chalk of the Somme and the bogs of Messines and the frozen mud of Arras, a certain cynicism was abroad among the inexperienced teenagers concerning the romance of war and the rescue of freedom. We can be sure that no such posters today would have the slightest influence on recruitment in the direst emergency. We cannot be sure how much influence might result from the massed-bands of propaganda on radio and TV, and the *vox humana* of Ministers. We can be sure that the necessary cannon fodder *would* be obtained, but not, I think, by visual suggestion. The day of the bill-sticker as recruiting officer is long over. He and his posters are ashes under Uricon (or Helicon).

Promiscuity and the Bomb

The BMA lately issued a telling report on the terrible consequences of promiscuity among the young. These consequences are a fact to be coped with by the medical profession. The long term remedy lies at the source. The report dubiously passes the buck back to the family, the loosening of family ties and good influences. " The louring threat of nuclear war induces a kind of despairing hedonism "—that is, eat, drink and fornicate, for tomorrow we die. There is no help from family and religion or from science which invented the nuclear threat. I should like further proof that the youth of our nation or the bulk of our nation lives in terror of nuclear war breaking out any day. I see no signs of it whatever. Neither does it appear that the political parties see such signs and can make it a useful talking point for the General Election. The rival policies of keeping the Bomb or abandoning the Bomb are based more on money than on morality. If it were based on morality among the young, Sir Alec would say that by keeping the Bomb as a deterrent we have removed the " louring cloud " that induces " despairing hedonism," and Mr Wilson would retort: " Why, then, does promiscuity continue to increase?" Reducing the risk of nuclear war in recent years has led to more and more promiscuity, more and more demand for pornographic literature, more and more despairing hedonism generally. No doubt the politicians are wise to keep defence policies out of the field of sexual morality and the BMA to pass the buck back to the family. If the youth of Britain lives for the day —and the night—it is not because it fears the Bomb tomorrow. Rather it is because the Psalmist's span is all too short for a life of fun and games, and one can't begin early enough. But there are quite a few young people among us who still follow the old-fashioned recipes for a happy life. There are perhaps as many good-

Left: In the new City offices of the British Insurance Association, the bell of HMS *Illustrious* is looked at by Mr D. J. R. Evans, Chairman of the BIA, and by past captains of the former aircraft carrier, from left: Captain R. L. B. Cunliffe; Vice-Admiral J. Hughes-Hallett, M.P., and Captain K. A. Short. The 23,000-ton HMS *Illustrious* was adopted by the BIA during *London Warships Week* in 1942. The association supplied sports gear and other comforts for the crew. In 1956, when the carrier was broken up, the ship's ensign was presented to the association. As there was no space in the offices for the ensign it has now been laid up in the nearby church of St. Mary Aldermary

Below: Reflected in the convex glass of an antique mirror, is a view of the 1964 Spring Antiques Fair at the Town Hall in Chelsea

life girls and boys as good-time girls and boys. It's foolish to generalise. The juvenile delinquents are still a splinter party.

New light on Armada

An inconspicuous news item in a London daily caught my eye. It throws a new light—a green light—on the aims of King Philip of Spain in launching the Armada. A prime object of " the enterprise of Britain " was to introduce a new breed of poultry into Scotland. It appears that a Mr Brooks (48) of Peterborough bought from West Scotland two hens from a strain introduced into Scotland by the Spanish Armada. The descendants of these birds laid normal whitish eggs until recently. Now, suddenly, they are laying green eggs, and the green is growing daily deeper. Naturally enough, Mr Brooks (48) would like to know why. Why has this Armada breed waited nearly four centuries to reveal its unique characteristics? There is never a dull moment in the 1960's. A Drake played a part in sending the Armada up to Scotland. Could it be that another drake intervened in the family tree of this Armada breed at some stage, and that his intervention explains the recent colour change in the eggs? *The Old Stager*

THE CANTERBURY MARTYR

412 The character and career of Thomas Becket—St. Thomas of Canterbury—has attracted numerous writers as a subject for drama, Tennyson and T. S. Eliot among them. In 1960 Jean Anouilh gave his interpretation of the story—the play was first seen in Paris—and now the Anouilh version has been adapted for the screen by Edward Anhalt. The film *Becket* has its world premiere at the Plaza in London on March 25. Richard Burton (Becket) and Peter O'Toole (Henry II) have the principal parts in a galaxy of a cast which includes Sir Donald Wolfit, Sir John Gielgud, Wilfred Lawson, Felix Aylmer, Martita Hunt and Pamela Brown. A Paramount Film Service and Keep Films co-production in Panavision Technicolor, the film is produced by Hal Wallis and directed by Peter Glenville.

Above: Thomas Becket during his time as Chancellor. Richard Burton has the title part in the film

Top: Queen Eleanor (Pamela Brown), the wife of Henry II, in a scene with the King's mother, Queen Matilda (Martita Hunt)

Top right: King Henry II (Peter O'Toole) rides to do penance after the murder of Becket

Right: Becket's predecessor as Archbishop of Canterbury (Felix Aylmer) with the Bishops of London (Donald Wolfit), on the left, and York (Frank Pettingell)

Above: The murder of the Archbishop inside his Cathedral at Canterbury
Left: The English King accompanied by his entourage rides to meet Becket while he is in exile in France

COAL AND CULTURE

414 Eighty-five years ago there was no town of Ammanford. There was then only a hamlet, Rhydaman, at the confluence of the Aman and Loughor rivers and that was not known as Rhydaman to English-speaking people, but as Cross Inn; presumably because there was an inn at the point where one crossed the river, though I have heard it suggested that there was never an inn at that point and that the place was originally known to visitors merely as "the crossing." The town grew on coal, began to develop about 1880, and, being connected with Llanelly by rail, soon became the focal point for the service of the northern rim of the western, anthracite, section of the south Wales coalfield. With development the name Cross Inn was dropped and the English translation of Rhydaman adopted.

One would have thought Rhydaman simple enough even for the most English tongue. But the fact is that though the English will often take very considerable trouble over the correct pronunciation of French or Italian or Spanish place-names, very few will bother at all over the correct pronunciation of Welsh place-names. I think that the history of Anglo-Welsh relations has had something to do with this. But there can be no doubt at all that the chief reason for this unhappy state of affairs is the array of consonants so frequently a feature of Welsh place-names. These apparently terrify a people who experience no difficulty with such words as phlegm, psyche, and rhythm. In fact, Rhydaman is no more difficult, indeed is much less difficult, to pronounce correctly than Alnwick, Alresford, Congresbury, Odiham, Wymondham—to mention but a few English place-names—but it is Welsh. So Ammanford (an uglier word) it is.

Ammanford is one of those places which has failed to achieve what it set out to be. There are, no doubt, many reasons for this. I have heard it said that, compared with the eastern and central sections of the south Wales coalfield (the sections which produce the dry-steam coals and the bituminous coals), working conditions here, due to excessive faulting and so on, are rather more difficult: that, because of this, this western anthracite field has not been fully developed. I do not know if that is true. But I do know that anthracite is the central heating coal, the slow combustion stove coal, and that in these fields it is now meeting very severe competition. Again, the concentration of industry has had its effect. Tinplating, for example, has ceased altogether in the Ammanford area: the industry now being concentrated around Llanelly. Ammanford set out to become a great coal-mining centre. It has become the centre of an area in which, in H. L. V. Fletcher's words, "coal-mining appears almost a kind of untidy rural industry."

The real reason for this is not, I think, solely one of economics, important though that has undoubtedly been. At least part, and I think a very important part, lies in the nature of the land and in the attitude to life of the people. The valleys here are broader than those in the eastern part of the coalfield and this has meant that there has been space for separate rounded communities, that people have not been huddled together along a narrow strip. This was a flourishing agricultural area, with arable and dairy farming well-established, long before its potential as a coal-bearing area was realised. Colliery is separated from colliery by agricultural land. There is a strong and ancient rural tradition; and the people have never lost touch with it. Many of the miners have small holdings and are not miners pure and simple. Ammanford is half colliery town, half farming centre. Indeed, it is often difficult to determine if you are talking to a farmer or a miner.

The town has not achieved its goal but, simply because it failed to do so, it has achieved individuality. This is not merely a matter of a strong rural tradition surviving industrial invasion (though that happens but rarely). There is also a strong scholastic tradition. The English Congregational Chapel was once Gwynfryn School, one of those small town schools so typical of Welsh life, founded and maintained by a community with very little money, born of a love of learning. When the day's work was done, there was nothing to do but read a book or join a choir or found a school: nothing to do but improve your mind. In a way it was a matter of personal pride, pride in yourself as an individual. Gwynfryn was an example of that pride. Between 1885 and the outbreak of the First World War (which it failed to survive) Gwynfryn produced many good musicians and singers, and an incredible number of first-rate theologians; some of whom found their way into the pulpit. Gwynfryn is no more, but the belief that led to its establishment, the belief that one should use leisure for self-improvement, remains, centred on the chapels and the choirs; and is still astonishingly strong.

Yet it is dying, I am told. The young men and women who once would have read a book of an evening or joined a choir now watch television or seek their amusement in Llanelly or Swansea. The chapels, I am assured, are losing their hold: it is, I have been told, even becoming difficult to recruit new blood for the choirs. No doubt it is true. Indeed, I feel sure that it must be so. Ammanford is a very individual little town, and bung full of personalities, but it will not be able to avoid that standardisation which is the hallmark of "progress." But it is putting up a good fight.

There used to be a saying in Wales that you could always recognise an Ammanford man because, no matter what the conversation, no matter what the subject, he would produce an apt quotation from the Bible and probably from the Old Testament. Today, in the streets of Ammanford, you may not know for certain if you are talking to a middle-aged farmer or a middle-aged miner, but of one thing you will not long be in doubt: that you are talking to a well-read man.

PHOTOGRAPH BY AEROFILMS

Coal and a good rail service to Llanelly developed Ammanford from a small hamlet in the 1880's

Some of the catch is laid out in the annual fishing festival at Argungu on the Sokoto river in Northern Nigeria. Spectators came from all over Nigeria

FISHING FESTIVAL

PROBLEMS IN PARADISE

Written and photographed by **GABOR DENES**

When a group of American millionaires got together to find the ideal playground and the best site for luxurious winter homes—money no object—they held a world-wide survey. These people who could well afford to live anywhere evaluated a number of places on a point system. Marks were awarded for the best climate, government, health, convenience and several other aspects, including the greatest happiness and contentment expected from holiday-living. The overall winner was a 1,300-acre site on a beautiful bay in the Leeward island of Antigua and a residential estate was founded there under the auspices of the now famous Mill Reef Club. Nearly all the individual houses—there are about 50 standing in their own spacious grounds—were designed by the American " Happy " Ward and they represent a most luxurious group of homes of the most lavish tropical architecture. These unusual, 20th century settlers must have found the ideal they sought, for they have expressed their appreciation many times to the people of Antigua by generous philanthropic gestures. Schools, hospitals and many civic projects have benefited and the Mill Reef Fund annually awards a number of university scholarships to Antigua students.

All this goes to show that Antigua has the makings of an earthly paradise, for the Mill Reef Estate is typical of the whole island. The climate is very healthy and pleasant, drier than most other West Indian islands. While the shade temperature seldom rises above 90 deg., the total annual rainfall only averages 43-45 inches. Montserrat and St. Kitts, which are also in the Leeward Islands group, average 54-55 inches. Antigua is about half the size of Middlesex (108 square miles in area) and hilly and rocky in places. It has a richly indented coastline of lovely bays and natural harbours, but no rivers and few springs. Severe droughts are frequent, and it is in the hurricane zone.

The stone columns by the water were once part of the Boathouse in Nelson's Dockyard in Antigua

Discovered by Christopher Columbus on his second voyage in 1493, the island was named by him after the church of Santa Maria la Antigua in Seville. It was successively visited by the Spaniards in 1520, and the French in 1629, but was not colonised until some English planters from St. Kitts settled in 1632. Later it was taken again by the French, assisted by some Irish and Caribs, but British possession was finally confirmed in the Treaty of Breda in 1667. In the next two centuries Antigua was the headquarters of the C.-in-C., Leeward Islands Station, and English Harbour, one of the near-perfect and most beautiful natural harbours in the world, was an important British naval base in the Caribbean during the Napoleonic wars. Captain Horatio Nelson, at the age of 26, in command of HMS *Boreas*, a frigate of 28 guns, joined the station and took up his position as senior captain in 1784, and left for England in the same ship in 1787. English Harbour and Nelson's Dockyard, abandoned by the Royal Navy in 1899 and partially restored in recent years, is a much-admired and revered historical monument and one of the great tourist attractions of Antigua today.

Sugar provides the staple product, and with such a dry climate it is by no means a safe or steady crop. It varies a great deal from year to year between as much as 33,000 tons (1952) and less than half that quantity. In 1963 there was a good crop, yielding 28,000 tons, the highest since 1959, but it fell 2,000 tons short of the earlier estimates. The main reason given for this disappointment was the comparatively little increase in cane from peasant farmers. Apart from the big estates, Antigua's agriculture sustains 4,000 peasant farmers out of the island's 64,000 population (of whom between 15,000 and 18,000 are estimated to be working).

More than one-third of all the arable land is cultivated by peasants, most of whom lease from the government holdings of an average of two acres. The Peasant Development Board assists these small farmers by ploughing their fields, marketing all the produce and advancing money on their crops. It also provides the same help to smallholders who have their own freehold land. All this is done to arrest the drift away from the land towards higher wages in other work.

Sugar is also the largest industry. In 1705 there were 134 mills driven by cattle and 36 windmills. As recently as 1897 there were 54 steam mills and 17 windmills. Today the Antigua Sugar Factory, opened in 1904, following many improvements and extensions, is the only one, processing all the sugar cane grown. Gradual amalgamations of sugar estates resulted in the present situation, with the Factory owning 60 per cent. of the land growing its cane supply and most of the remainder coming from the small peasant farmers.

Sugar, and its by-products, molasses and rum, account for about 90 per cent. of the visible exports, but other crops are also grown. Sea Island cotton is the next biggest crop, but because of the great fluctuation and uncertainty of prices this has been cut back, from a former 1 million lbs. to a quarter of a million. Not all the land is cultivated, and much effort is being made to increase the amount of arable land by irrigation systems. Corn, which is a staple crop, is not sufficient for the island's needs, and more could be produced. There are also schemes to grow more vegetables to reduce the amounts imported. Nearly all the fishing fleet is now mechanically propelled, but there is still need for better equipment.

Small factories exist for processing edible oil, corn meal and arrowroot. These are operated by the Industrial Development Board. Other industries *continued on page 418*

Above: The entrance to English Harbour with beyond it Falmouth Harbour
Far left: Mr I. G. Turbott, the Administrator of the island, and his wife
Left: Mr Lionel A. Hurst, the Minister for Trade, Production and Labour

PROBLEMS IN PARADISE *continued from page 416*

include boat building and pottery and an oil refinery is planned. Pioneer status is offered to newcomers in Antigua's industry with such advantages as no tax in any five years out of the first eight and duty-free import of all capital equipment.

All these developments will take time, as I had explained to me by Mr Lionel A. Hurst, Minister for Trade, Production and Labour. I could see with my own eyes how much still needs to be done. There is a good road network in the island, but the surfaces are in shocking condition and repairs and maintenance progress slowly, presumably because of a shortage of available funds. On the other hand, while the colony always had to be grant-aided in the past, the Minister assured me that it was able to support itself for the first time in 1963.

Since the Federation of the West Indies was dissolved in 1962, Antigua has been governed by an Administrator (Mr I. G. Turbott) representing the Queen with an Executive Council led by the Chief Minister, Mr V. C. Bird, and a Legislative Council, consisting of an elected Speaker, one ex-officio member, two nominated members and ten elected members, who at present all belong to the Labour Party. There is one Trade Union and one Employers' Federation catering for all the industries.

Climatic and geographical conditions are ideal for the development of a powerful tourist industry. All the resources are there: fine beaches, beautiful tropical scenery, facilities for every kind of sport including sailing, swimming, underwater diving and game fishing. A string of hotels all round the coasts of the island caters for the tourist with a strong bias in favour of the American and Canadian visitor. The hotels do well and with the number of beds on the increase as more and more new hotels are constructed, the volume of tourists is showing a steady growth every year. Not only are the hotels geared to the requirements of the North American clients, their prices are also in keeping with their pockets. There is a sameness in the design of the modern luxury hotels' rooms, with baths and showers and verandas, and also a sameness of very high prices. There is just one snag; the place is nearly empty in the summer. More than that, the hotels are only filled for about four months of the year, from December to March.

This position could be remedied, in my opinion, if more attention were paid to attracting tourists from Britain. My impression is that the whole effort of attracting visitors by publicity and advertising is concentrated on North America, where the inhabitants are not interested in going to the lovely tropical paradise in the summer, for they have their own summer. Now that BOAC and BWIA, the two companies jointly providing long range air services, have made great reductions in their fares between Britain and the Caribbean, the Tourist Board of Antigua, (a government-sponsored body, sadly lacking in funds) and the Antigua Hotel Association might turn their attention to Britain. We should be told of the attractions of the fabulous sunny island with its tropical magic, its fine amenities, and its great historical monument in English Harbour. In my considered opinion the British holidaymaker would enjoy all Antigua has to offer in winter or summer, if only steps were taken to inform him about it

Above: Typical country in the south of Antigua

Right: A view of the historic Nelson's Dockyard in English Harbour

Below: Among the palms on the sandy beach of the Anchorage Hotel

Below: Outside the Jolly Beach Hotel
Centre: On the shore at Half Moon Bay

A SUNSHINE COAST BY SYLVIE NICKELS

420 Early on a balmy October morning, a team of Spanish fishermen were hauling their nets out of the sea. We stopped to watch and admire the writhing thousands of *chanquetes* trapped in the mesh, those local Spanish cousins of the sardine which appear in no dictionary and which had embellished my lunch on the previous day. The fishermen began bargaining with a local buyer in that concentrated, wholehearted Mediterranean way. We left them arguing and went back to the car.

The road was empty; so, apart from the fishermen, was the beach, and it was difficult to believe that this was the far-famed Costa del Sol. Like certain British travel agents, we had tumbled on a worthwhile secret: namely, that the Costa del Sol does not begin and end on that short stretch around Torremolinos just west of Malaga, but extends for about 70 miles east of the latter to Motril. And though the *urbanizacion* notice-boards are beginning to make an ominous appearance along here too, the number of hotels can still be counted on the fingers of two hands, the horse- and ox-drawn traffic has not yet been elbowed off the road, and fishing villages are still fishing villages with men mending their nets and repairing their boats and doing the things which men in fishing villages do.

The two main centres east of Malaga are Nerja (34 miles) and Almuñecar (a further 21 miles), and between these two is a stretch of coastal road, clinging and plunging along the tortuous steep hills, whose silent grandeur cannot be touched anywhere along the popular coast west of Malaga. Although there are no hotels between the two centres, there are one or two very beautiful villa estates. At Punta de la Mona, just west of Almuñecar, for example, the villas are tiered in flower-drenched gardens against an almost sheer hillside, overlooking a broad sandy bay. Rentals are £60-£150 a month with accommodation for four to seven persons.

Both Nerja and Almuñecar are sizeable villages. Nerja, of clean and picturesque streets, has one first class B (Balcon d'Europe), and one second class A hotel (Portofino), each seeming excellent in its category and each perched above a beach, though that of the former is better and served by lift from the hotel. Almuñecar, on a more open bay, has the large semi-circular first class Hotel Sexi christened, believe it or not, after the Phoenician name for Almuñecar.

At Maro, two or three miles from Nerja, the caves of Nerja, discovered only five years ago, are fast consolidating their reputation. Though they are neither as extensive nor as intricately sculpted as some, they are nevertheless very impressive and feature a monumental roof-to-floor stalactite/stalagmite, 40 metres in diameter. The colouring is particularly delicate and suitably solemn music plays softly as you tour the cave where ballet performances are held every June. In other galleries, not yet open to the public, prehistoric wall paintings have been found.

The hills which back this coast continue to rise, layer after layer, providing magnificent excursion country; Granada is less than 50 miles inland from Motril which is also a starting point for the superb Sierra Nevada mountains.

On the south coast of Spain, a view of the town of Malaga from the Gibralfaro. The cathedral is on the right

Having discovered my own preference for the coast east of Malaga, however, it is only fair to add that you are likely to have a livelier time west of it. Malaga itself is pleasant, though I would not choose it as a holiday base. At least one meal should be taken at the Hosteria de Gibralfaro, gloriously placed by Gibralfaro castle above the east side of the town, looking far out to sea and straight down into the bull ring. The Alcazaba is worth visiting, too, with its steep walks built between ancient walls, leading up to the remains of the Moorish palace. At its feet you can see part of a Roman theatre uncovered a few years ago—alas, too late, for rather ironically the new House of Culture had already been built right in the middle of it.

Just off the road between Malaga and Torremolinos, the Parador de Golf opened last year by a nine-hole golf course. I cannot honestly say that I like Torremolinos, either for its perpetual bristle of scaffolding or for what its success has done for it. However, fortunately for the travel business, many people would disagree with me and no doubt the smart little boutiques and restaurants and the plentiful night life have their appeal. At least I enjoyed the lively first class A Tropicana Hotel where I stayed, and the luxury facilities of the Pez Espada almost next door.

In Marbella, 37 miles west of Torremolinos, tourist features form an appendage to, rather than a replacement of, the existing stark white village which continues largely to lead its own existence. Six miles beyond it, pretty San Pedro de Alcántara stands a little away from the sea; it has no hotels, but the Spanish ranch-style Hotel Cortijo Blanco (first class B, with lovely paintings) is just down the road, though still a few hundred yards from the sea. This is the case with quite a few Costa del Sol hotels, but most have swimming pools.

Estepona, another 10 miles westwards, in my opinion is the prettiest village of all, though its immediate beach is not very good and its nearest hotels are respectively two and six miles away. Quite a few hotels along this coast disconcertingly omit to mention the distance separating them from the centre by which they identify themselves and, although most of them are self-contained in terms of entertainment and facilities, it can be tiresome if one is without a car and does not want to rely on bus services. From Estepona, a further 30 miles or so brings you either to Gibraltar or Algeciras, where it is worth remembering the first Trust House on the Continent—the Reina Cristina.

Among the bewildering number of hotels visited between Torremolinos and Marbella, I should like to mention two: near Fuengirola,

Left: The old entrance gate to Ronda, the Puerto de Felipe V. Ronda. The town is about 60 miles north-east of Gibraltar

Far left: On the Costa del Sol, looking across fields of almond trees to Almuñecar, eastwards of Malaga

Below: The beach at Fuengirola, with the mountains of Malaga to be seen in the background

Bottom: The waves of the Mediterranean wash the shore at Torremolinos on Spain's Costa del Sol

the first class A Mare Nostrum, an enormous complex of three linked circular towers placed right by the sea and a lovely beach, with every possible sports facility including the local game of fronton; and near Marbella, the first class A Las Chapas, surrounded by pine trees a little distance from the sea, though with its own beach, a swimming pool by the hotel and the novelty of a miniature bull ring where guests can try their skill, knowing that no harm will come either to them or their junior bull opponent. Horse-riding facilities are planned this year.

A final suggestion takes you away from the coast by means of a glorious and hair-raising road from San Pedro de Alcántara to Ronda, a sinuous scramble of about 32 miles high into the mountains through forests of pine and cork oak. Ronda is an enchanting little place, peppered with remains from the Roman, Moorish and Baroque periods and with one of the oldest bull rings in Spain. The Reina Victoria Hotel, shortly due for promotion into the first category, has a swimming pool and is strongly reminiscent of an English country house which, indeed, it once was. This mountain spot is a lovely haven, yet just near enough for trips down to the facilities and more boisterous atmosphere of the coast.

For further information: Spanish National Tourist Office, 70 Jermyn Street, S.W.1.

Means of access: London-Malaga by Iberia (Spanish Airlines), BEA, BUA, etc. from £42 10s to £59 17s tourist excursion return, according to time and season of travel; £62 14s ordinary tourist return; £84 1st-class return.

By surface routes, about £33 2nd-class return, about £47 1st-class return, excluding sleeping berth, couchette or meals.

ABOVE THE CLOUDS

422 **Stranger to the Ground** by Richard Bach: Cassell. 18s, is an unusual book, difficult to classify unless one says that it is in the tradition of Saint-Exupery's famous books on flying alone, in this case in a fighter-bomber of the modern American Air Force. Lieutenant Bach writes of his own experiences with a new jet aircraft, capable of carrying anything from a rocket to an atom bomb and maintained at all times in a state of readiness, as he himself must be. In this book he writes of a difficult flight from his Essex base to an air base in France, of the satisfactions that he derives from his job and of some of the hazards. He has an agreeably informal style and a great deal to say that is both cogent and imaginative. In many passages the reader feels transported with him to a different world above the clouds and miles above the earth.

Necessary Doubt by Colin Wilson: Arthur Barker. 21s, marks a new departure for this exceptionally gifted writer: a kind of mystery-cum-thriller-cum-novel which is immensely readable and shows a fresh treatment of a theme and of a *genre*. An Austrian professor, living in London, sees by chance an old man being helped into a taxi by a younger one whom he recognises as a one-time pupil of his from pre-war days, whom he had known very well and whom he now suspects to be a murderer. Since the victims have all been rich old men, the professor naturally sees a sinister implication in the present situation, enlists the help of a friendly Scotland Yard bigwig and starts on what proves to be a very odd kind of manhunt indeed in which the problems of free will and moral responsibility are also deeply engaged. *Necessary Doubt* makes fascinating reading with not a paragraph of it to be missed if the fascination is to be complete.

Lay Them Straight by Mickey Phillips: Michael Joseph. 18s, is a further novel by the author of *Meat*, an off-beat but on the whole entertaining story in which the business of abattoirs and butchers' shops was treated with startling candour. In Mr Phillips' new book he has turned to funeral parlours for his setting and uses the same outspoken but not necessarily ghoulish technique to explore this little publicised world. He even brings humour to his discussion of the subject and, as before, shows himself a master of natural dialogue.

Rising Suns by John Gloag: Cassell. 18s, tells the story of a young man from the West Indies, one Suns Alpy, who arrives in England with plenty of ambition and a variety of talents to back it up. He is, in fact, the ideal subject for a success story but since he is a West Indian without any strings to pull and no very clear idea of the business scene in his new country he has certain disadvantages at the start. However, Suns being the highly individual and intelligent creature he is, he gets the one chance in a million, an interesting and promising job and the love of his boss's beautiful wife. Mr Gloag writes crisply and inventively about his new kind of hero and finds the perfect finale for him.

Singapore Kate by Robert Standish: Peter Davies. 18s, deals with the life of an extraordinary woman who was for two decades the most notorious figure on the China Coast, who amassed a fortune, on whom Shanghai virtually declared war, who fought them to a standstill and emerged a very wealthy woman. Whether this book is fact or fiction is not important, though the author knew her well in her seventies and eighties. What matters is that this is a tale of considerable colour and excitement and that Mr Standish has told it with a real zest.

The Young Romantic by Iris Bromige: Hodder and Stoughton. 15s, lives up to the promise of its title being a frankly romantic novel about a young English girl working in the hotel which was once her home and meeting two contrasted types of men who teach her more about life than she had perhaps bargained for. Not without sentiment but agreeably written and with the kind of happy ending which does nobody any harm.

The Stone Angel by Margaret Laurence: Macmillan. 21s, is the story of an intransigent, difficult, courageous woman told by herself as she reviews her struggles and her few successes during a long, long life. The setting for the most part is a Canadian prairie town to which old Hagar, now 90 years old, had brought her fierce pride and her narrow set of prejudices so many years before. Now, as she is near death, she realises that there are still battles to be fought to her very last day. Strong, yet imaginative, and with a clearly drawn story line.

And Then We Heard the Thunder by John Oliver Killens: Jonathan Cape. 25s, has rightly been described as a big, robust novel and an angry one. It is all these things and in many ways original since it is concerned with the fortunes of an American negro company in the Second World War, from their basic training in Georgia to the bitter realities of war in the Pacific zone and to a mutiny during which coloured soldiers have a gun battle with white soldiers in an Australian city. Mr Killens shows great insight into his characters and has drawn

SOLDIERS AND POLITICS

The Curragh Incident by Sir James Fergusson: Faber and Faber. 30s.

So Rough a Wind by Sir Michael Blundell: Weidenfeld and Nicolson. 40s.

Red Peak by Malcolm Slesser: Hodder and Stoughton. 30s.

Wave After Wave by Sven Gillsater: Allen and Unwin. 37s 6d.

My Travels in Turkey by Denis Cecil Hills: Allen and Unwin. 35s.

Drums Along the Amazon by Victor G. C. Norwood: Robert Hale. 18s.

Year Book and Guide to Southern Africa Robert Hale. 12s 6d and **Year Book and Guide to East Africa** Robert Hale. 9s 6d. Both edited by A. Gordon-Brown.

The Art of the Gunmaker by J. F. Hayward. Vol. 2: Barrie and Rockliff. £5 5s.

The determination of the Ulster Unionists to secure separate treatment from that planned for the rest of Ireland led to one of the most dramatic events of the Irish troubles 50 years ago.

While the Ulster Unionists, urged on by Carson with his lightning campaign inciting disorder, were boasting of active sympathy for their cause among most of the serving officers in the British Army, the world received a resounding indication of the truth of this claim when all officers in the cavalry brigade at the Curragh, led by General Sir Hubert Gough, suddenly announced in March, 1914 that they would resign if called upon to move into Ulster. The Curragh Mutiny indeed produced grave political repercussions, including the resignation of the War Minister, Colonel J. E. B. Seely, the Chief of the Imperial General Staff and the Adjutant General.

In *The Curragh Incident* Sir James Fergusson, Keeper of the Records of Scotland, examines some of the unsolved mysteries of this affair, which concerns the author closely because his father, the late General Sir Charles Fergusson, commanded the 5th Division and, with some 280 of his officers, agreed to do their duty as ordered, however distasteful. Sir James has drawn upon his father's papers and other unpublished documents to carry out this reconstruction of events which brought Ireland to the brink of civil war.

Kenya's march to freedom has been as beset with terror as Ireland's, and, as in Ireland, personalities of character and force have emerged on all sides. One of these is Sir Michael Blundell who, entering Kenya politics in 1948, became Leader of the European Elected Members in 1952 and later Minister of Agriculture. In his political testament, Sir Michael traces the course of events that led to the end of the colonial era and not least his part in leading the campaign against Mau Mau. Many of his views are highly controversial, but shining through these pages is a deep love of his adopted land and a belief that the new forces in the country, playing an increasingly constructive role, will guide Kenya to nationhood. Sir Michael takes his title from Shakespeare's Henry IV, "We shall be winnowed with so rough a wind that even our corn shall seem as light as chaff and good from bad find no partition." Of the roughness of that wind the author leaves us in no doubt.

Malcolm Slesser, like so many skilled mountaineers, is a writer of distinction. In *Red Peak* he tells the story of the British Soviet Pamir Expedition led by Sir John Hunt, declaring that here is "the anatomy, physiology and pathology of a high mountain expedition," not a work concerned with technical mountaineering but a presentation of the life cycle of this venture which had as its main objective the ascent of the highest peak of the Soviet Union, the Peak of Communism. The book gives a vivid picture of the life and character of the Russians with whom the author and his companions negotiated, travelled, lived and climbed. The tragic loss of those two redoubtable climbers, Wilfred Noyce and Robin Smith, cast a shadow over the expedition and it says much for the determination of the party and its sense of unity that they subsequently battled on to success.

Here are three other travel books that command attention, all three of them marked by good photography. *Wave after Wave* is Sven Gillsater's account of his journey to the Arctic Ocean, Spitzbergen and Alaska, an exciting search for animals to photograph. Many of the pictures

them boldly and without half-tones, keeping the crudities and the directness of their exchanges.

The Boss is Crazy, Too by Mell Lazarus: W. H. Allen. 18s, is a brash but quite amusing novel about a firm of magazine publishers in New York. The boss in question has had the slightly startling idea of sending the business into bankruptcy by a specified date and enlists a lot of willing helpers in order to achieve his end. The trouble is that, though eager, they are not necessarily more competent at this ploy than in more conventional work, and the result is often hilarious. I especially liked the character who holds down three important positions: of being general manager, fire marshal and blood cousin.

The Desert of the Heart by Jane Rule: Secker and Warburg. 21s, is a first novel and by no means a conventional one for the subject is love between women. A wife of 16 years' standing arrives in Reno for a divorce and there she meets a girl who attracts and interests her, at first in terms of ordinary friendship and later to a degree which puzzles and alarms her. The girl is already being courted, if that is the word, by a lesbian who is unashamedly in love with her. The wife finds that she must make a decision which will alter more lives than her own. Sensitively written but rather depressing.

When the Legends Die by Hal Borland: Secker and Warburg. 21s, comes from America too, but is as different as could well be: a fresh and poignant story with a Colorado setting and a plot which involves the past glories and present-day " civilisation " of a group of Ute Indians. Told with simplicity and dignity. **Vernon Fane**

are in colour, representing a very high standard and are clearly the product of a sustained and arduous effort. *My Travels in Turkey* by Denis Cecil Hills takes the reader right off the beaten track. The author did much of his journeying on foot, notably through the Hakkari where he revelled in the scenery and the hospitality of the mountains lying close to the Soviet border. Victor G. C. Norwood's *Drums Along the Amazon* stems from his adventuring in the Matto Grosso in search of gold and precious stones. Mr Norwood is certainly an experienced traveller, and he has had to be, indeed, in the inhospitable regions he has so boldly penetrated and so ably written about.

The Year Book and Guide to Southern Africa and *The Year Book and Guide to East Africa*, those two excellent companion volumes sponsored by Union Castle, now make their appearance for 1964. They are as detailed and as up-to-date as ever, with plans, maps, and travel and business information, and are as useful for reference at home as they are for the traveller on the African continent.

The second volume now appears of J. F. Hayward's history of European and American firearms from 1500 to 1830. A full account of technical development is matched by the author's deep interest in the various techniques and styles of ornament, admirably brought out in line drawings and in coloured illustrations of marked quality. **Richard Edmonds**

MUSICAL FARE

All in Love at the May Fair Theatre

The Flying Dutchman at Sadler's Wells

The Royal Commission Revue at the Mermaid Theatre

IN the performance of Wagner's *The Flying Dutchman* at Sadler's Wells in London, Donald McIntyre plays the leading role, Rita Hunter plays Senta and Don Garrard is Daland (top right). At the May Fair, Annie Ross, the jazz singer, appears (top left) in *All in Love*, a new musical based on *The Rivals* by Sheridan. *The Royal Commission Revue*, written by John Antrobus and Spike Milligan, opened at the Mermaid Theatre, Puddle Dock, last week with music provided by the Temperance Seven. Above, some of the cast strike a pose during rehearsal.

UPON A LANCASHIRE MOOR

Above: A farm on Horrocks Moor, which is above Bolton, the largest county borough in Lancashire after Manchester and Liverpool. It is not all townscape and factory

Top: A sweeping view of Turton Heights from the eighth tee of Dunscar golf course, one of six in Bolton

Above right: The quadrangle at Bolton School, a direct-grant grammar school which was founded in the 16th century

Right: Many people from Bolton enjoy sailing near the town. This sailing club has its headquarters by a reservoir in the moors above Bolton

Above: The Market Cross and Parish Church in Churchgate, Bolton
Left: Fine 15th-century timber work in Smithills Hall in Bolton
Top: An aerial view of the centre of Bolton, taken two years ago. The new buildings in the centre are a shopping centre which has now been further developed. There have been demolitions and additions in other parts of this picture of the environs of the Town Hall. This is a section of the area to be re-planned by Mr Graeme Shankland

(See also following pages)

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **A. R. B. DOBSON**

Mr Dobson, who has been President of the Bolton and District Engineering Employers' Association since 1958, is Managing Director of Dobson and Barlow, textile machinery manufacturers. He is also a past-President of the Bolton and District Chamber of Commerce and Member of the Council of the Association of British Chambers of Commerce. Born in Bolton in July, 1909, Mr Dobson, O.B.E., T.D., is the younger son of the late Colonel Benjamin Palin and Mrs Dobson, of Whitestock, N. Lancs. He was educated at the Old Hall, Wellington, Shropshire, and at Radley College. On leaving school he went abroad to study languages and practical cotton spinning. Mr Dobson joined the firm of Dobson and Barlow Ltd. in 1928 and in the same year was commissioned 2nd Lieut. in the 42nd East Lancs Divisional Signals of the Territorial Army. He was called up in September, 1939, at that time holding the rank of Major. Serving in France and Belgium in the BEF, he took part in the evacuation from Dunkirk in June, 1940. He was promoted Lieut.-Colonel in command of 46 Div. Signals (TA) and served with this unit in the North African Campaign and in the invasion of Italy at Salerno. Later he transferred to a unit of Air Formation Signals and was in command of a similar type of unit when hostilities in Europe ended. Mr Dobson was mentioned in despatches three times. He rejoined the firm of Dobson and Barlow Ltd. in 1946 and was appointed to the Board in 1947, becoming Managing Director in 1949. In 1962 he was co-opted to the Board of Textile Machinery Makers Ltd. (the parent company of Dobson and Barlow Ltd. and a member firm of the Stone-Platt Industries Group of Companies). Mr Dobson has been a member of the East Lancs Territorial and Auxiliary Forces Association since 1947. He was Honorary Colonel of the 42nd (Lancs) Signal Regiment, TA from 1958 to 1962. Mr Dobson is married and lives on the outskirts of Bolton

BOLTON-THE QUIET REVOLUTION

by FRANK SINGLETON

Responding to the laws of survival, Bolton, largest county borough in Lancashire after Manchester and Liverpool, has adapted itself to new industrial needs and accomplished a quiet revolution. Revolutions, someone said, are not made with rosewater. To the general astonishment, this one was nearly as innocuous as that.

When the textile industry, the town's main prop and support since a 16th-century chronicler wrote that " Bolton-upon-Moore market standeth most by cotton and coarse yarns," faced drastic contraction a few years ago the jeremiads all seemed only too near the mark. How was cotton to be streamlined without a repetition of the inter-war dole queues, only this time even longer? What in the name of good business and civic pride was to be done with the factories left empty, unlovely monuments to departed greatness? Without a great blast of trumpeting and certainly without much passing round of the begging bowl, Bolton has changed its industrial structure in a process remarkable for its speed and ease.

The dole queues never materialised, although between 1957 and the present time the number of textile mills has fallen from 103 to 46, and 6,000 workers of a labour force in cotton of nearly 27,000 have trooped out of those mills never to return, at least not as textile operatives. Some of them have returned, but to do different jobs. Of the factories vacated by cotton, 44 have been adapted for use by other industries, many of them coming from outside Lancashire but attracted there by, among other things, much lower overhead costs. One immigrant firm finds its overheads only 60 per cent. of what they used to be elsewhere.

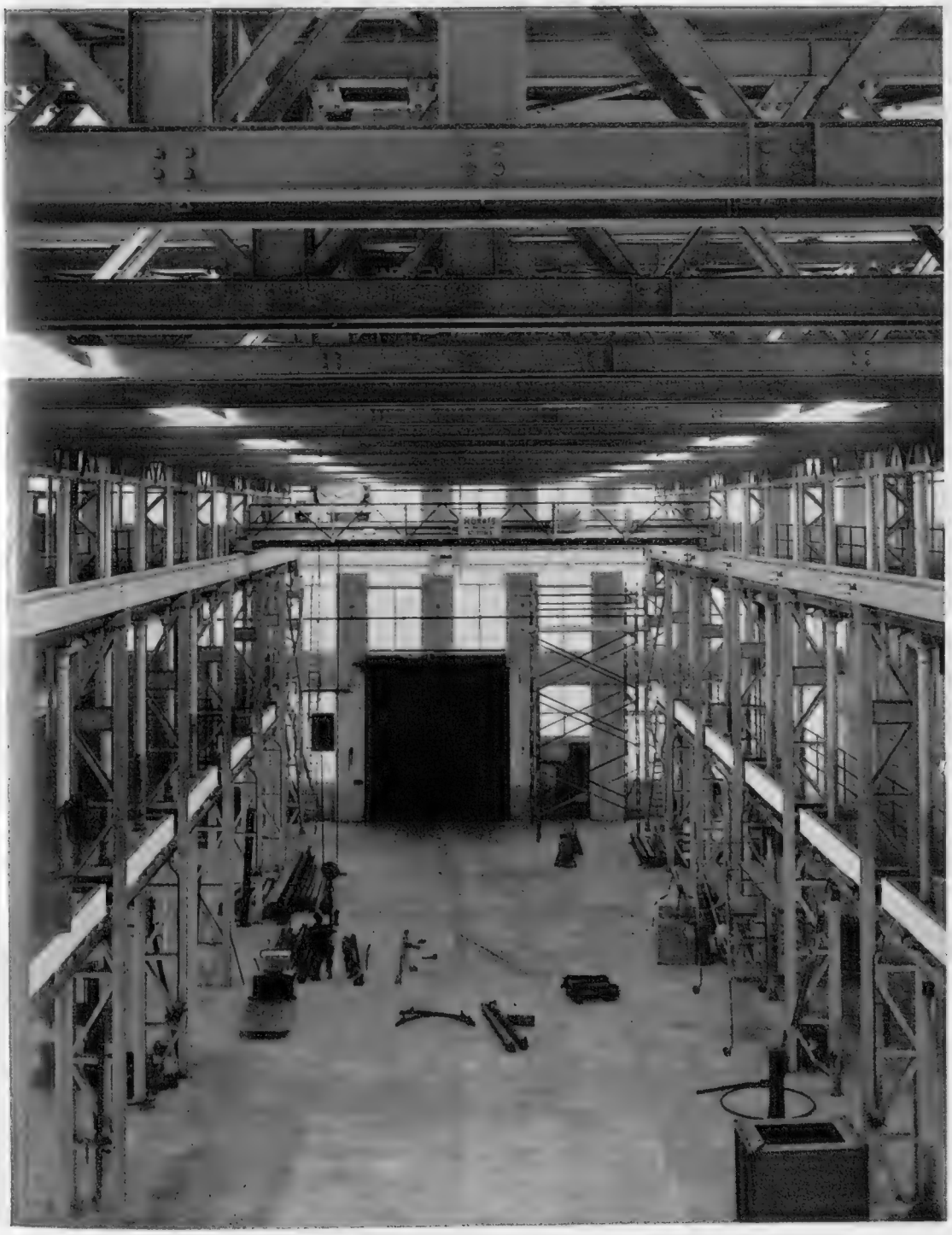
The unemployment graph meanwhile goes on describing reassuring patterns. Throughout last year, Bolton's unemployment rate never reached the north-west regional level; for half the time it even kept beneath the national average.

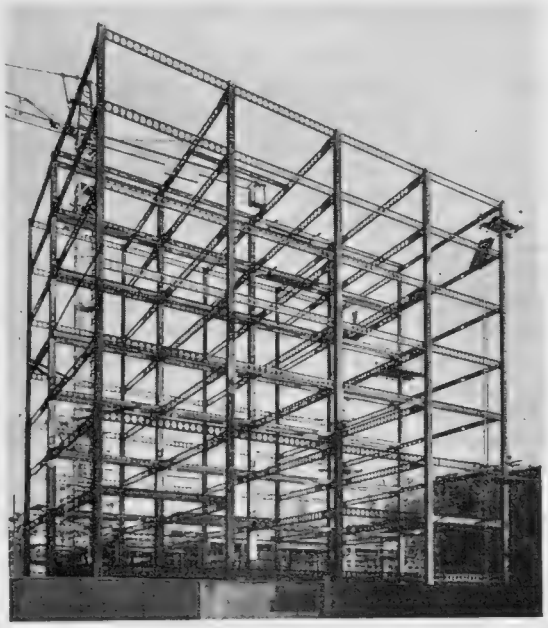
After all this upset, textiles, absorbing roughly a quarter of the total labour force which itself has expanded by 2,000 since cotton began to contract, remains the biggest single employer. But civic fathers and others who are a prey to worry about putting too many eggs in one basket can sleep more peacefully these nights. In round figures, 1,000 firms are at work in Bolton now. They turn out products of startling variety, an assortment that offers a comprehensive insurance policy against all but a national slump.

In managing all this, the town discovered reserves of inner strength to justify the motto on its coat of arms: *supera moras*, literally " on the moors ", but accepted now in the figurative sense, " overcome all difficulties ".

It acted from the start on the principle of self-help. Its local authority co-opted on to its industrial and development sub-committee representatives of the local Chamber of Commerce, the Chamber of Trade and the Trades Council. A vigorous publicity campaign was launched to attract new industry. The Corporation opened a register of vacant premises and acted as a clearing house for information about them. In 1960 a full-time Industrial Development Officer and PRO was appointed, the first appointment of its kind in Lancashire.

Finding new uses for old cotton mills formed only part of the operation. Sites were made available for fresh *continued on page 428*





Left: A five-storey spinning mill—the Persian Mill—in Bolton being converted into an engineering workshop. A section of the first and second floors has been removed to make room for a 10-ton overhead crane. The developers are Hopkins and Sons Ltd., of London, makers of brewery and dairy plant. They are to share the building with Porter-Lancastrian Ltd.

Above: Modern high speed carding machines at Holdsworth Bros Ltd. **Top:** Work in London by a Bolton firm. The steel framework for the extension to the mechanical engineering block of the Imperial College of Science and Technology in London, fabricated and erected by John Booth and Sons (Bolton) Ltd. The building is now complete

BOLTON - THE QUIET REVOLUTION

continued from page 427

developments, and encouragement was given to existing firms to expand. But throughout this activity one negative rule was observed: there was to be no talk of making the town any kind of distressed or special development area.

In practice, what Bolton got from the Board of Trade sometimes looked more like hindrance than help. There was reluctance on the Board's part to issue industrial development certificates, precisely because Bolton had not been classified as a development area. If others' needs were greater then, in all charity, Bolton could not quarrel. But it did begin to look as though Whitehall shied from helping those that helped themselves, and there were ironies in the situation. It has happened that firms refused an IDC for a project in Bolton have abandoned their project altogether rather than take it somewhere else. So in the end no one at all has benefited. But that is a handicap the town has carried without injury and without effect on the ultimate objective, which is to see that diversity is married to quantity. The surviving cotton mills, working shifts and therefore finding jobs for plenty of people from the dying mills, added a whole new vocabulary of synthetic yarns to their more orthodox fibres.

Boltonians are hard at it turning out aircraft parts, missile components, lifts, metal furniture, paper-making machinery, marine paints for the *Queen Mary*, the *Caronia*, the *Empress of Canada* and other illustrious seafarers, non-slip pavements for school playgrounds, dairy and brewery equipment, steelwork for motorway bridges and airport buildings, toilet rolls, plastic products, mineral waters and squashes, catalogues, collapsible gates and folding doors, and leather goods. Firms coming into the town might have quailed at the job of adapting old oily spinning mills, more dark and satanic than ever as they mouldered away. Instead they took it as a challenge and produced conditions to put heart into the most case-hardened factory inspector.

Nothing succeeds like success. A new atmosphere of self-confidence communicates itself from industry into adjoining areas of local life. At last, after immense doodling on innumerable pieces of paper, a total re-shaping of the town centre is promised. And to produce the blueprint, the Corporation has recently engaged Mr Graeme Shankland, architect of Liverpool's central development. A new sense of purpose is stirring.

The forces at work in conditions like this are interacting. Industrial prosperity brings, albeit slowly, a new interest in cleaning up the whole place, bringing a new local pride and eventually, one hopes, a new grace to living in the industrial North. But new liveliness, new grace can itself do as much as low overheads to attract new industry. Which comes first it is often hard to say. We are back again to the hen and the egg conundrum.

Bolton provides no clear-cut answer. Interest in local environment still does not nearly match in intensity the drive for new industry, but interest there undoubtedly is. If it did not exist, nor would the town's ambitious smoke-control programme, adopted long before the national campaign. The dividend is handsome—the sunshine strong enough to be recorded in the borough is now nearly 50 per cent. more than at the turn of the century. So the light is breaking through. Bolton in its present soberly optimistic frame of mind takes that as being symbolic.

Right: The North End Mill in Bolton, used for spinning up to March last year, is now being converted by Automotive Products Co. Ltd. of Leamington Spa. It will soon be producing filters for different industries

Below: The manufacture of leather is another expanding industry in a town once predominantly engaged in the making of cotton. Here, shaved leather is stretched at one of Walker and Martin Ltd.'s tanneries over wooden frames, a process which removes all creases and wrinkles. When drying is complete, the leather is ready to be dyed

Below left: Folding and packing crèpe paper in an adapted textile mill. The manufacturers in this development are Passmill (Paper Products) Ltd.

Left: A Bolton-made propeller fitted to a BEA Vanguard. Propellers of up to 18 ft. in diameter are in production by Hawker Siddeley Dynamics Ltd. at Lostock, Bolton **Below:** A former weaving shed is now used by Edbro Ltd. for making hydraulic tipping gear

Above: A research laboratory of W. and J. Leigh Ltd. who make paints in Bolton. The firm specialises in the production of marine paints. It has supplied paint for many famous ships, including the Queen Mary

Left: In another former spinning mill, tubular steel furniture, including car seat frames, is produced by Southern Brothers Ltd.

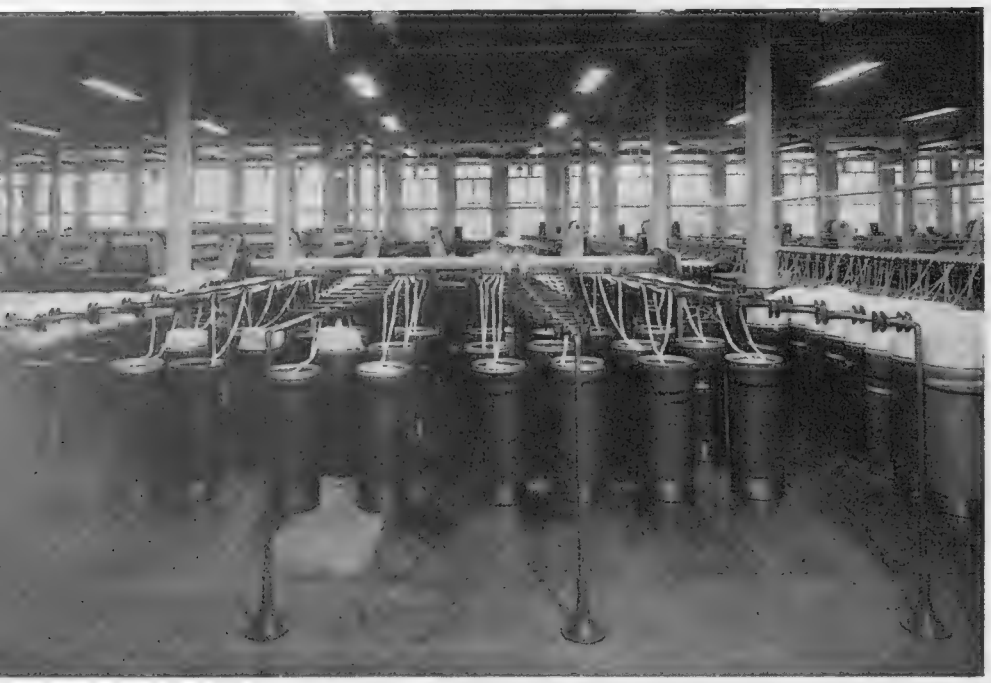
Far left: This machine, made by a Bolton firm, Thomas Ryder and Son Ltd., is the Ryder No. 8 Verticalauto. It manufactures a complete brake disc for a Jaguar car in 1½ minutes. Both sides of the disc are machined in one cycle of operations

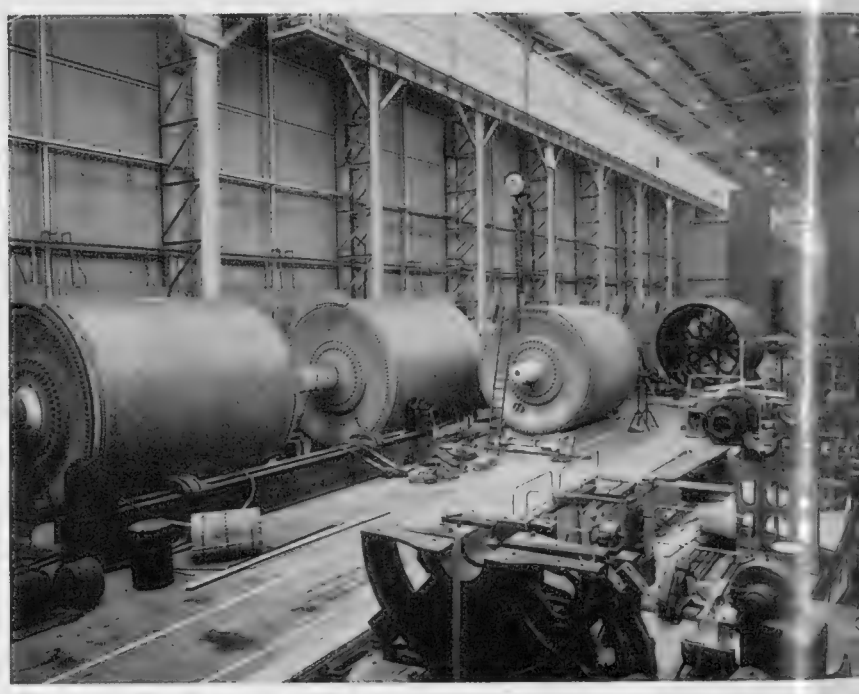
BOLTON-THE QUIET REVOLUTION

continued from page 429

Right: Drilling girders at Watson's steel works in Bolton

Far right: A view of the ring room at John Harwood's cotton mill, one of the 46 left in Bolton



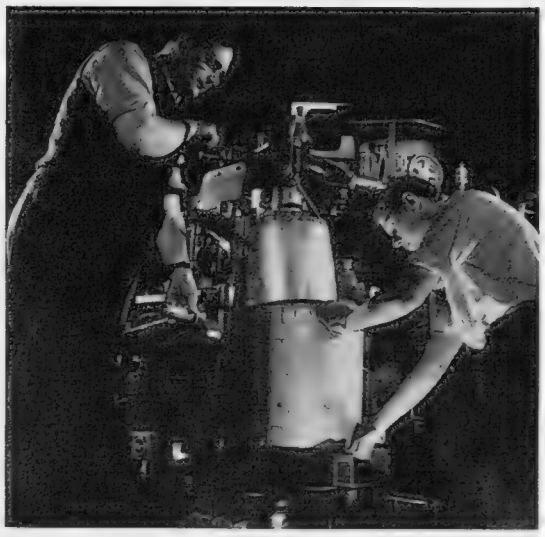


Above: The preparation room in an ultra-modern Bolton cotton mill. This is one of many that have been expensively re-equipped and now compare with the most efficient in the world. Long famed for the high quality of its textiles, the Lancashire cotton industry has paid increasing attention to the importance of good design and marketing

Above right: The cylinder machine shop at the Bolton works of Walmsleys (Bury) Ltd. The £2¼ million factory was built only two years ago

Right: The fully mechanised foundry at the Bradley Fold works of Dobson and Barlow Ltd. A wide variety of castings is produced there. The firm manufactures textile machinery

Left: A part of an old mill building converted into an engineering drawing office by Watsons
Below: At Tillotson's Newspapers Ltd., curved metal plates are cast for rotary printing machines



INDUSTRY AND THE STOCK MARKET

UPS AND DOWNS OF BUILDING

by The Sphere City Correspondent

For obvious reasons, the builders and contractors have been among the star Stock Exchange performers in the last 18 months. Hardly a day goes by without government announcements of new roads, more schools and universities, extra hospitals, or an added boost to housing, and this is all guaranteed grist to the 100,000-odd firms who make up the British building industry.

But lately, the note has been turning a little sour. A lot of people have listened to the Chancellor of the Exchequer, Mr Maudling, with his grave doubts about the industry's ability to carry the increased weight. And now the doubts are reinforced and to some extent documented, in a major report from the National Economic Development Council. " It is clear," says Ned " that in present conditions there is no certainty that the industry will be able to meet the demands upon it." So the *Financial Times* Index of building shares has duly dropped ten points from its January peak, and an offer for sale by tender, by the highly respected Middlesex house-building firm of Comben and Wakeling, was a complete flop, with a large proportion of the stock left in the hands of the underwriters.

Frankly, all this seems over-gloomy. Ned's strictures add nothing new to the long list of complaints that critics both inside and outside this monolithic, and in some ways old-fashioned, trade have been voicing for years (it is no accident that a common-or-garden house is the only article of mass-consumption which costs as much in real terms today, as it did when Dr Johnson was a boy). Ned talks about the need for " drastic changes " if the targets are to be met, but fails to suggest any. And it almost entirely ignores the dramatic and far-reaching changes that actually have been taking place over the past few years.

In particular, in casting doubt on the " panacea " value of industrialised building, it seems to take the narrowest possible view of what this is all about. Obviously, it will be years before whole houses and sections of houses are pre-fabricated in a factory. But the real revolution that is going on is in the skilled use of mixed techniques—pre-fabricating as much as possible, from roof trusses (Magnet Joinery) to cement (Ready-Mixed Concrete), and then putting the bits together on site, using computers and advanced mathematical planning to keep the work flowing fast and evenly. This reduces to a minimum the chief bane of the builder—the wastage of skilled labour involved in standing about waiting for the last man to finish, or for the next half-load of bricks to arrive.

Remarkable things can be done this way—in the evil winter of 1963 when most builders were completely laid off for ten weeks, Costains managed to keep a large part of their 20,000 man work-force on the job, by using " critical path analysis." Reduced to its essentials, this is a management tool for getting the right men to the right place with the right tools and material at the right time. And its widespread application—both to traditional and " system " building—will go a long way to increase the industry's productivity, without increasing the demand for scarce labour skills: plasterers, plumbers, electricians and the other specialists.

Rather grudgingly, Ned does mention one or two practical developments: Taylor Woodrow's " silent pile-driver " which allows all-night working, even next door to hospitals, and Costain's " Jackblock " idea, by which a tower can be built from the top down—you erect the top storey on the ground, and then jack it up and put the next one underneath, thus saving all necessity for scaffolding and high working. So far these, and other promising break-throughs, have all been held back by the ingrained suspicion of customers—notably local authorities—when it comes to something new. But there are signs that, under the steady pressure of Mr Geoffrey Rippon, Minister for Public Building and Works, this attitude is changing fast. Certainly 45 per cent. of all flats and 10 per cent. of all houses put up by local councils this year will be done by one form or another of industrialised building.

All these methods have been developed by the industry itself, to streamline and speed up the job; and no one can say yet that they have had a real chance to show their usefulness—apart from Wimpey's now almost-classical " no-fines " technique, no system has yet been used on a large enough scale. But the plant, the experience and the know-how are now there, in all the large firms—Laing, Wimpey, Taylor Woodrow, Costain, Cubitts, Mitchell Construction—to confound the pessimists, and demonstrate that building has finally moved out of the hod-and-barrow age.

As far as shares are concerned, Costain looks undervalued on its present 32s 6d level, with both dividend and earnings yields above the industry average, and a " very favourable " six months, covering last year's bad weather period, already reported. Mitchell Construction, quoted for the first time last June, is a very tough, aggressive firm in the civil engineering business, with an international reputation for tunnelling and power stations (which last has just brought them an £8 million contract—the largest ever placed in this field). Among the smaller units, Fell Holdings, a Wakefield-based concern, with an integrated and expanding business, which both develops and builds housing and industrial estates in the north, looks an interesting speculation. In the busy Midlands, the firm of Robert M. Douglas appears to have been slightly neglected in favour of its nationally known rivals, though it is now nearly as big as some of them, and its over-3 per cent. yield is about as generous as you can get in this field.

Hod-and-barrow Holdings

	Price	Yield %	Times Covered
Robert M. Douglas	.. 25s 6d	3·1	2·8
Costain	.. 32s 6d	2·8	2·7
Mitchell Con. ..	.. 25s 6d	2·9	2·4
Fell Holdings ..	.. 27s 0d	5·4	2·5

MR HEATH'S BABY

by The Sphere Industrial Correspondent

Nobody could accuse Mr Heath of lack of political courage; and indeed a Government that in the last months of its term of office chooses to bring in new legislation that gravely offends a proportion of its own backbenchers, and alienates a body of traders whom one would expect in the order of things to be overwhelmingly supporters of its own party, deserves considerable credit for boldness. Political analysts have bent much attention to the question whether the abolition of resale price maintenance will on balance attract the Conservative Party more votes than it loses through the measure. And if it were in a position to press through into legislation now the new proposals that it has announced against mergers, monopoly and restrictive practices, it would have to be considering the same " balance of support " in relation to reactions inside British business in general.

It will not, however, have time to enact any new measures on this second group of proposals before the election. And in any case, the Government can perhaps be confident, even more surely with large-scale business than with the small shopkeeper, that these irritated supporters will at least not turn towards Labour, almost certainly even more inimical towards their profitable concerns. " They have," in the cold-blooded phrase of the political calculators, " nowhere else to go."

These two groups of proposals together, however—assuming that both, and not only one, were to be enacted—would give Britain a quite different, and potentially much stronger, policy for the promotion of increased competition within our economy. Nobody whose business it is to watch business closely in this country would doubt that there is plenty of room for this. The strength of competition in British industry and commerce is extremely patchy: it varies for all sorts of reasons. Not all of these differences, at a guess, would be likely to be ironed out by the new policies that the Government is proposing; and in some of the cases where competition is lacking, there do seem to occur certain offsetting benefits of large-scale organisation and of technological confidence that may be of equal value to the economy. But an economic climate in which these alternative advantages need to demonstrate themselves more clearly would be a healthy one; there are plenty of uncompetitive situations in British business from which there can arise no general benefits whatever.

Mr Edward Heath, Secretary for Industry and Trade

In detail, there are some weaknesses both in Mr Heath's new Bill and in the pattern proposed in his White Paper. The " loss leader " clause in the Resale Prices Bill, which prohibits any trader from selling goods to the public at less than the price he paid for them (except in clearance sales) does not offer small traders the protection against " unfair competition " from bigger ones that it purports to. In fact, " loss leaders " are almost never sold at below the wholesale price paid for them; but in between this and the price, including a normal " mark-up " there is generally plenty of room for a big trader to undercut by charging only a very much reduced mark-up, say 1 or 2 per cent. against a normal 10 to 30 per cent., and entirely escape any possible complaint under this Bill. Measures to prohibit loss-leading, one may say, hardly ever seem to have been really successful in any country. Moreover, the question whether this practice should be prohibited seems to me a question more for a social moralist than for an industrial economist. But if the Bill purports to offer protection against this, it should do so with more attention to actual practice.

Reinforcement of the machinery for dealing with monopoly in Britain is certainly overdue; of late, inquiries by the Monopolies Commission have been grinding along with even greater slowness than in earlier years, and the Government has been even slower in doing anything about what the Commission does eventually recommend. One effect of the 1956 Act which set up the Restrictive Practices Court and registration procedure—this has worked a good deal more effectively than most people expected eight years ago—was almost to hamstring the Monopolies Commission as it then was. Indeed, fairly or unfairly, some people suspected that this was one of the *quids pro quo* that the then Conservative Government had to offer its business supporters for somewhat grudging acceptance of the new legislation against restrictive business agreements.

By that Act the Commission was reduced in size; it was denied the power to work in groups, each specialising on a single inquiry that it had been given in 1953; and its purview was confined to " single-firm monopolies." The Commission has always been immensely painstaking, as most of the industries and companies that have been investigated would ruefully admit. With its deliberately reduced resources, this has meant inordinate time on inquiries (and very considerable expense for the companies under investigation). Businessmen have often complained, too, that the Commission has to be " both judge and prosecutor." This is true in a sense—though in fact to the extent that it is a judge the Commission is one empowered only to suggest a sentence, leaving the actual decision to the Board of Trade; and the Board has pretty seldom accepted its suggestions.

The Government would now like to reverse what it did to the Monopolies Commission in 1956; re-enlarge it, and enable it to work in groups. It is also, as an innovation, going to leave the Commission simply to consider the case. The investigation and presentation of cases before it, and in the first instance the selection of business situations to be referred to the Monopolies Commission, would be put into the hands of a newly appointed Registrar of Monopolies.

This new official—somewhat analogous to the head of the Department of Justice's Anti-Trust Division in the United States?—would also be given the authority to examine potential monopolies before they came into being: i.e. to investigate mergers. Here, he would not have the discretion to choose which ones to investigate; that would be left with the Board of Trade. But in cases where the Government suspected that any proposed or recently completed merger might result in monopoly (by British definition, control of at least one-third of the market) or strengthen an existing monopoly, it could refer this to the Commission for judgment, after investigation by the Registrar of Monopolies, whether it was likely on balance to be beneficial to the public interest or not. (Mergers would not be held up to await the Commission's verdict; but an alternative would be for companies to consult the Board of Trade in advance.)

To complement these greater powers of investigation and recommendation by its new satellites, the Board of Trade itself would have certain powers added by legislation—for example, the power if necessary to order a monopoly to " hive off " interests or part of its ownership. This would be an extreme; the Government suggests that it would be used rarely, if ever, but ought to be held in reserve.

One development in British industry that followed upon the Restrictive Trade Practices Act of 1956 and the fairly effective way in which the new Court began to outlaw price-fixing and other agreements across a wide range of industries, was a wave of take-over bids and agreed mergers. It came *post hoc*; whether it was *propter hoc* or not will long be debated. Nevertheless, if you prohibit cartels it is always plausible that one alternative way to control prices—and also one possible effect of the extra competition you generate—is a concentration of industries into bigger units. This does seem to have been happening in the last few years; and to that extent, with the possible prejudice to the public interest altering in form, attention to mergers and monopolies is now in order.

It is certainly possible to put too much simple faith in competition. Reliance on the wholly competitive market of small businessmen all working busily in their own interest but unconsciously promoting the common interest as well is a pleasant ideal; but it is not wholly relevant to the realities of developed industrial civilisation. Some of the political arguments about the benefits of greater competition voiced during discussion of the new Bill have certainly been too black and white. Nevertheless, a larger dose of competition in Britain can have real advantages, economic and social, as well as theoretical; I would suggest that our besetting business vice is one of sluggishness, rather than appetite for engrossment.

175 Years Ago...

...AND TODAY

The early days of Dobson's were intimately bound up with the invention of the spinning mule by Samuel Crompton and the growth of industrial Lancashire which came in its wake. They were world pioneers in the specialist manufacture of textile machinery in 1790 and just over 100 years later were the first firm in the world to build spinning machines for the commercial production of viscose rayon. Much of Dobson's history is also closely associated with the rise of Bolton as an important industrial centre and the home of fine spinning and modern engineering.

Today, their modern spacious factory, occupying over half-a-million square feet in pleasing rural surroundings at Bradley Fold, reflects the continued spirit of enterprise and progressive development—in the wide and varied range of their manufactures which are meeting the complex needs of a variety of industries throughout the world.

Leading manufacturers of specialised machinery for modern man-made fibres.

DOBSON & BARLOW LTD.
BRADLEY FOLD WORKS BOLTON

A MEMBER OF THE STONE-PLATT GROUP

Ride an elephant through a pink city...

then tee up on the world's highest golf course!

Wander through pink-painted Jaipur on elephant back. Then, if you are lucky, bag a tiger in the surrounding country. Board a plane to beautiful Kashmir, walk in the gardens of the Moghul Emperors, and golf on one of the world's prettiest courses.

Past and future meet excitingly in India; you could be talking to a fortune teller before lunch and a nuclear scientist after dinner. But the palatial hotels are uncompromisingly modern, so you can enjoy the best of both worlds in comfort.
A faraway thought? Not really. Leave London at teatime and step tomorrow morning into an unforgettable holiday.

India

THE MOST UNFORGETTABLE HOLIDAY IN THE WORLD

Make the first move now. Post the coupon—and get your piece of Indian rope free!

To the GOVERNMENT OF INDIA
TOURIST OFFICE
21 NEW BOND ST LONDON W.1

Please send me a piece of Indian rope and full instructions about holidaying in India.

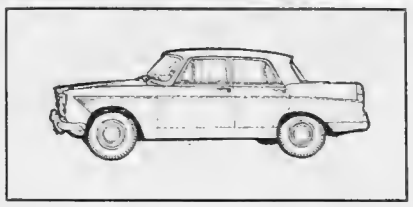
NAME.....

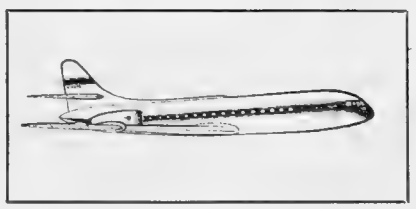
ADDRESS.....

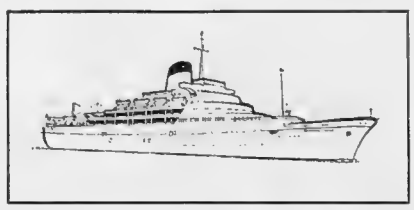
..... S.5

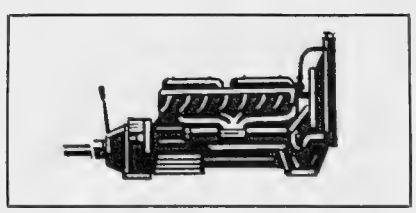
BOLTON
BRITAIN'S NEW CENTRE FOR FILTERS

New AP factory makes Purolator filters for motor vehicles, aircraft, ships and industry.









Demand for Purolator filters has grown steadily for many years. Recently it became obvious that to maintain its service, AP should acquire bigger premises, and so, room to increase production capacity.
This month, the whole Purolator operation is transferred to Bolton from the Group's base at Leamington. Design, production, engineering (including research and development), original equipment sales . . . all are now centred on Bolton. And not only will we be able to keep up a first class service to our customers—we have the satisfaction of knowing that, as AP benefits from being in Bolton, so Bolton will benefit from AP.

AP **AUTOMOTIVE PRODUCTS COMPANY LIMITED**
PUROLATOR FILTER DIVISION, TIPPINGE'S RD., BOLTON, LANCS.

MIDLANDS MATTERS *by The Sphere Midlands Correspondent*

434 Is it, I wonder, just coincidence that after a thoroughly depressing decade the live theatre seems to be undergoing an astonishing revival in the Midlands just now? A spot check suggests at least six theatres built within the last year, in course of building, or in the advanced planning stage (this without counting the most publicised, Coventry's Belgrade). Nottingham and Leicester have followed Coventry's lead with a civic theatre (the latter a notable example of economy, the former rich with promise for developing an image of provincial permanent companies—"rep." has long been an outmoded term).

In Birmingham the world-famous Repertory Theatre founded by the late Sir Barry Jackson, is to be replaced by a £500,000 building double the size and due to open in 1967, and the new home for the Crescent, the city's senior amateur little theatre (one of the oldest in the country) is already well advanced and due to open this autumn. Planning is well in hand for the start this summer of an open-air theatre at Birmingham's exciting new Midland Arts Centre for Young People, whose first building was opened recently by Sir Edward Boyle, the Minister of Education, and at Kenilworth the lively Talisman Theatre Players, an amateur little theatre, whose strength owes not a little to Kenilworth's dormitory status for Coventry, are planning to replace their present building, due for redevelopment.

There is talk of Kidderminster's unpretentious little Playhouse being taken over as a civic theatre (a devoted group of local citizens has kept its head precariously above water for years), and at Stoke the Victoria Theatre fights bravely on. Established conventional theatres are no less optimistic. At Stratford, of course, where anything less than a 95 or 96 per cent. capacity Shakespeare season has for years caused long faces, demands this year look like being in the realms of fantasy. The openly commercial Coventry Theatre, whose "package shows" twice a year draw patrons from as far as Sheffield or Luton, reports a record demand for its spring spectacular.

Birmingham's much-loved Alexandra Theatre has the same kind of story, with a special boost for the National Theatre Company's visit, which includes the premiere of *Othello.*

What has caused this burgeoning? The ending of the years of the television locust? The growth of civic pride after the courageous lead given by Coventry, that most classless of cities? Increasing leisure? There could be half a score of reasons—and there might be some interesting material for a sociologist.

Full-time at Avro-Whitworth

Some of the best news to reach Coventry for a long time was that the development of Hawker Siddeley Aviation's HS681 tactical freighter is to go ahead. This has meant the cancellation of redundancy plans at the group's Avro-Whitworth plant in Coventry "to the degree envisaged." Manual workers look like being able to keep their jobs, but there may be some contraction among the office staff. With the running down of the Argosy freighter programme—a private venture to try to maintain employment—and the loss of other contracts, about 3,000 have had to be declared redundant over the past two years or so.

John McLean test house

There stands at Wolverhampton, immaculately finished down to the last coat of paint, a house that will never be lived in. Soon, indeed, it is to be pulled down. It is one of the "rehearsal" houses put up by John McLean and Sons, the Wolverhampton builders, to make sure their designs will work. In practice that means, for fittings, working down to fractions of an inch. The house was built in three weeks. When it was up, one or two minor points were observed to be weak in design and have now been improved upon. Perfection, they say, is never achieved, since there always seems to be a better way of doing things—but this is a refreshing instance of a whole-hearted attempt at it by thorough testing.

GOOD LIVING *by Ganymede*

The Delicatessen Exhibition was once more held at the New Horticultural Hall in Westminster. In spite of the use of that ugly word from the German via America, I suppose it has a certain fascination for the gourmet, although it is primarily organised for the Trade. It is pretty obvious that it does not cater today for the small, highly specialised shop purveying exotic delights, or for the grocery departments of Fortnums and Harrods. Delicacies, except for a few very expensive items such as Foie Gras or Caviar, are now within the reach of everyone, they are imported from nearly every country from China to Rumania, and reach the multitude through many supermarkets. In fact the word delicatessen which I dislike so much, could be safely eliminated from the name of the exhibition by renaming it Supermarket Supply Show.

Basically, there was nothing very original or new to be seen, but there were fresh ideas in packaging and presentation, and also a few things not imported to this country in the past. I liked the "conserves" (jams to you and me) of unusual fruits packed in bucket-shaped jars imported from California. The 20 varieties include such rare fruits as blueberry, boysenberry, papaya, spiced peach, strawberry with black walnut, pomegranate, kumquat, lime, guava, and to my surprise "burgundy wine jelly" and "vin rosé wine jelly." Alas, the suggested retail price of these is 8s each.

Escoffier Ltd., which is a London firm and best known for the sauces created by the great chef that they sell in bottles, have many other useful lines. They are distributors of the excellent French Rochias powdered herbs, of the Cointreau orange marmalade, and among new ideas are offering a garlic-shaped powdered garlic dispenser. All the world's cheeses were shown at the exhibition, the largest contingents, as one would expect, from France, and the greatest and best displays of these were seen on the stands of the two biggest importers, Messrs. Crowson & Son and Auguste Noël. On the latter stand I found a new, miniature size, but complete Port-Salut cheese, weighing nine ounces and to be sold in shops at about 4s 3d.

There was a separate Italian section. I understand that this was the first time that Italy had participated officially in the Show. Pastas, tomatoes in every possible form (canned), cheeses, Parma ham and Italian sausages of every variety were shown by about a dozen importers. Another collective exhibit represented Canada, with the sponsorship of the High Commissioner. Various firms were showing Canadian Cheddar cheese, kosher sausages, and sundry tinned foods.

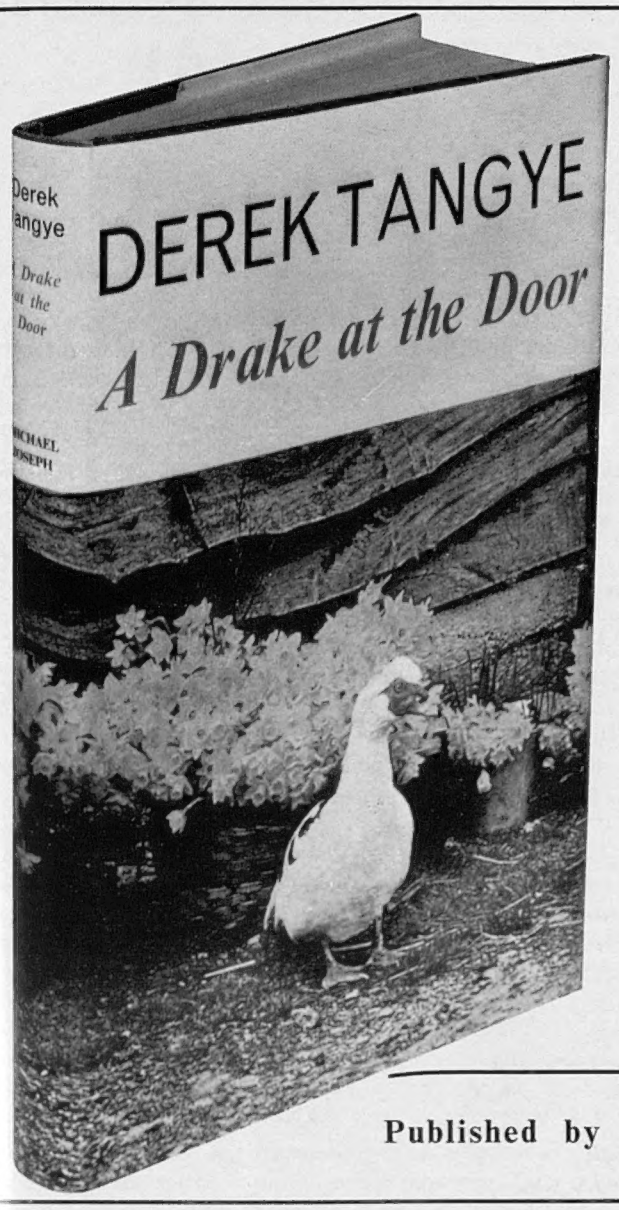
The most impressive combined exhibit however was that put on by France. Not unexpectedly, this national stand displayed the greatest variety of products: biscuits, petits fours, cheeses and other milk products, and the largest selection of every kind of canned and bottled food. I picked up two interesting bits of information on this stand. When I could not find any (canned) artichoke bottoms I was told that these are practically unobtainable at present, due to a serious crop failure in Brittany last year. The new harvest will be arriving after May or June. On the other hand I had marvellous news about truffles. These

Sampling wines at the Delicatessen Exhibition are, from left to right, Mr M. F. Edwards, Chairman of the Delicatessen Association; Mr W. R. Kern, Director and Organiser of the Exhibition; Councillor Leslie Farmiloe, The Mayor of Westminster; C. Kerouedan, Commercial Counsellor to the French Embassy, and Mrs Leslie Farmiloe, wife of the Mayor

black diamonds have been becoming more and more expensive in recent years because of diminishing crops. This year's harvest, which is still in progress, has been found to be the most abundant in many years, and prices have already become much more reasonable. The wholesale price of a pound tin has dropped from 175s to 96s.

With a sharp eye towards the licensed supermarkets of the future a number of wines were also shown at this exhibition, mainly by less well-known producers and shippers. They may not be the best of wines, but their sellers are not lacking in original ideas to appeal to the uninitiated new potential customers.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.



A book that breathes of the Spring!

A Drake at the Door by DEREK TANGYE

"A delightful story of a life shared closely with the birds and animals on a Cornish farm"
—HARPER'S BAZAAR

"Perfect for any member of the family from eighteen to eighty"— GODFREY WINN

"Derek Tangye's new instalment of adventures on his remote Cornish flower farm strikes me as his best book so far"
—THE GUARDIAN

"... so closely observed and so affectionately described"—BLACKWOOD'S MAGAZINE

"This is a book of growth. Learning that flowers and plants, soil and water, need as much understanding as birds, beasts and his fellow creatures, has given strength to Derek Tangye's writing"
—PUNCH

"Brings a breath of fresh air from the wild to all who might dream of an escape"
—LONDON EVENING NEWS

"Combines realism with poetic impressions. The story is simple in theme and happy in tone"
—WESTERN MORNING NEWS

"He tells of the trials and tribulations of flower farming with zest and humour"
—TIME AND TIDE

"Unreservedly recommended as a book of quite unusual sensitivity, gaiety and charm . . . It is wholly delightful"
—CHURCH TIMES

"A gay and sensitive account of how the family and their friends live contentedly many miles away from the drudgery of the daily train"— LONDON EVENING STANDARD

21s. Illustrated

Published by Michael Joseph Ltd., 26, Bloomsbury Street, London, W.C.1

For business friends or clients overseas— what better or more welcome gift?

From all points of view a subscription to "The Sphere" is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months, 52 issues plus magnificent Christmas Number, £8. 4. 0.

Your regular bookstall or newsagent will arrange a subscription for you, or write to:

The Publisher, The SPHERE, Ingram House, 13-15, John Adam Street, London, W.C.2.

Torquay
for Summer Sunshine

Torquay has everything! . . . sunny beaches, secluded coves, colourful seafront and every sea and land sport you can imagine. And in the evening, there's a whole world of glittering lights, sparkling entertainments and exciting restaurants. Stay at a superbly comfortable hotel—choose your grade—and enjoy service and cuisine in the true Devon tradition.

Colour Guide (1/- P.O.) or free literature from:
S. Lovegrove, 5 Publicity Offices, Torquay.

MILAN ...

... a modern city
which retains links with
a 2000 year - old - civilisation.

Thirteenth TRIENNALE DI MILANO
International exhibition of modern decorative and industrial arts and of modern architecture

May 27 - September 27 1964

Information:
ITALIAN STATE TOURIST OFFICE (E.N.I.T.)
London - 201 Regent Street
ENTE PROVINCIALE PER IL TURISMO
Via Case Rotte 3 - Milano, and all Travel Agencies.

I LOVE
GASTON de LAGRANGE

so distingué

(anyone who's anyone in France knows Gaston de Lagrange!)

3 Star and V.S.O.P. Cognac

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15 John Adam Street, London, W.C.2, and Printed in England by KELIHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1. SATURDAY, MARCH 21, 1964. Second-Class postage paid at New York, New York.

THROUGH THE ALPS BY ROAD

436 The first road tunnel through the Alps, under the Great St. Bernard Pass, is now open to traffic unless there has been a last-minute hold-up, which I doubt. And by the time these notes appear, I hope to have driven through this 3½-mile-long, £7·5 million motorway tunnel linking Martigny in Switzerland with Aosta in Italy.

It will give quick, all-the-year-round access between Switzerland and Italy for road vehicles and has reduced the car distance between Martigny and Aosta from 400 miles to 45. Up to now road communication between the two countries has been interrupted for long periods during the winter months when Alpine passes have been blocked by snow.

The Great St. Bernard Tunnel was started in 1959 and teams of Swiss and Italian engineers, boring through the mountains like moles from opposite directions, linked up in April, 1962. As with the Mont Blanc Tunnel, the Italians had the more difficult task, with more geological surprises and problems.

Construction of the tunnel is a private enterprise, shared by Switzerland and Italy, and tolls will be charged, varying from 10s to 25s, including driver. On the Italian side the capital has been provided by Fiat—the big motor firm—and the provinces of Turin and Aosta. The Swiss finance has been supplied by the canton of Valais and the town of Lausanne.

The tunnel has a double track. It is 24½ ft. wide, with two narrow sidewalks. There are lay-bys at frequent intervals to accommodate broken-down cars. It is estimated that the tunnel can handle 500 cars an hour. There are several miles of covered approach roads: 3½ miles on the Swiss side, six miles on the Italian side. Canopies protect stretches of the roadway from the onslaught of avalanches as well as from snowfall. It is over 6,000 ft. above sea level at both ends.

The Mont Blanc Tunnel, from Chamonix in France, also has its Italian outlet at Aosta, a charming, sleepy old town which seems doomed to enjoy a large measure of commercial prosperity from now on. The Mont Blanc Tunnel is eight miles long, was started in 1958 and is due to be opened later this year. The tunnelling link-up, a great moment in work of this kind, took place in August, 1962. It will be the longest tunnel of its kind in the world and will slice 200 miles off the road journey from Paris to Rome.

Mercedes-Benz prices

Mercedes-Benz, who build thoroughbred cars at Stuttgart in Germany, have knocked £71 off the UK price of their basic 220 model, making it the first post-war six-cylinder Merc to be available here for less than £2,000. The actual figure, including tax, is £1,994, and powered steering and a four-speed automatic gearbox are offered as optional extras.

In addition to reducing the price, Mercedes-Benz have also improved the specification of their 220. It now has power-assisted disc brakes, there are separate, independent operating systems for front and rear brakes as an insurance against oil leaks in the hydraulic system; and carpets are fitted. In fact, the German firms now put carpets in all models they sell in the UK, from the 190 upwards.

Before these important 220 changes were announced I had an opportunity to renew acquaintance with this refined German product in 300 miles of motoring up M1, in London's traffic and on cross-country journeys. The car I borrowed had the four-speed manually controlled gearbox and although it worked very well, I think this is a type of car which benefits from automatic transmission.

It is a big, heavy saloon, designed to take five beefy Germans in comfort, with nothing skimped, and it has the right kind of engine to do a pretty exacting job: a 2·2-litre, overhead camshaft, six-cylinder unit based on a design which has been under development for 12 years, and which now powers three Merc models: the 220, which has twin, single-choke carburetters and which develops 105 b.h.p.; the 220S, with twin compound carburetters and a power output of 124 b.h.p.; and the 220SE, which gives 134 b.h.p. from the use of fuel injection.

This unit, in its simplest 220 form, gives an impressive surge of effortless power, takes the big saloon to well over 90 m.p.h. without dawdling and cruises at 85 on the motorway with an insouciance which rapidly communicates itself to the driver.

Among the things I liked about the new 220 were the comfort of the figure-hugging seats, the combined warning light for choke and handbrake, the light pedal pressure needed for the progressive brakes and the distinctive radiator mascot based on the Mercedes three-pointed star, which my small son insisted on using as an imaginary gunsight!

The East African Safari Rally

I hope to be in Nairobi next Thursday for the start of the East African Safari Rally, which should be more exciting than ever this year, with a big British entry in which Ford will be strongly represented, with six factory-prepared GT Cortinas and a privately entered Zodiac driven by Vic Preston, a former Safari winner.

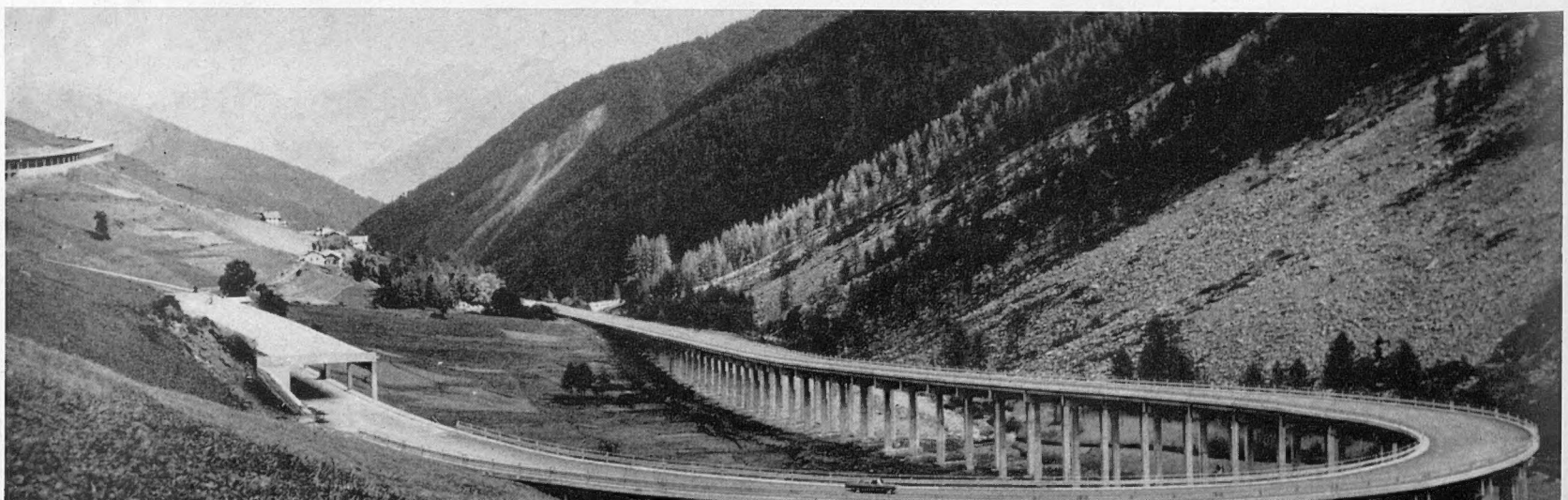
The other day I met, in London, the winner of the 1963 Safari: Nick Nowicki, who triumphed in a Peugeot 404. He came to London for the opening of Peugeot's new UK headquarters at Croydon, and he told me that in a full-scale recce of the 3,186-mile rally route he found that some tough new sections had been added in Kenya and Uganda. He thinks the Safari will, for this reason, be rougher than ever this year. He, himself, is again driving a Peugeot.

One of his chief rivals in the quest for an outright win will be Peter Hughes, son of the Ford main dealer in Nairobi, who is driving one of the works Cortinas. Last year I saw Peter finish second to Nowicki in his 1,200 c.c. Ford Anglia. He was one of only seven finishers out of 84 starters. One of the celebrated rally drivers who failed to complete the course was Erik Carlsson, who was way out in front at a late stage in the rally in his two-stroke Saab when he ran into a creature of the forest and suffered suspension damage which forced him to retire. That's the way it goes in the Safari. You need bags of luck as well as stamina, driving skill, a reliable car and mechanical know-how. Erik is competing again this year; likewise his wife Pat.

The rally finishes at Nairobi at breakfast time on Easter Monday. After the start the survivors among 97 crews scheduled to set out on this year's Safari will have motored up to Kampala and back—skirting Kilimanjaro—over roads that for hundreds of miles are merely notional. They will then—after a short rest—have headed south to Dar-es-Salaam before turning back to the finish in Kenya's capital.

Ford of Britain have figured prominently in the Safari's roll of honour. This year they are probably making their most determined effort to win major recognition. Their drivers include Henry Taylor, John Sprinzel, Beau Younghusband and Vic Elford; and each team is a clever blend of international rally experience and local knowledge.

A section of the new elevated roadway leading to the Italian entrance of the Great St. Bernard Tunnel, recently opened to link Martigny with Aosta



IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

THE days are growing lighter, so in the evenings and at weekends many of us will be heading for the by-ways of the countryside.

Hertfordshire is, for Londoners, particularly well served in this respect, and though one may get temporarily lost it is never long before one strikes one of several arterial roads leading to and from London. A route that we favour is the A1000 (the original Great North Road) for, once beyond Barnet, a good deal of the traffic congestion is left behind.

Turning right a few miles south of Potters Bar a secondary road via Essendon leads to *The White Horse*, Hertingfordbury, just outside the county town of Hertford. A once 16th century Inn and a Trust House for almost as long as we can remember, an admirable extension has recently been completed here. So this *White Horse* now has 16 bedrooms, 14 of them being studio rooms, all with private bathroom, television, radio and telephone. Now offering full hotel service and centrally heated throughout, *The White Horse* is a worthy weekend objective for Londoners and a great asset to business visitors to the various industrial factories hereabouts. Further it should also be noted by those travelling the A10 which passes through Ware two miles to the east.

Trust House Hotels Ltd. have an eye for both the businessman and the tourist, so we were not entirely surprised when we heard last December of the opening of their *Roebuck Motor Hotel*, Stevenage, one mile off the A1 and convenient for the industrial activities hereabouts. Consisting of 20 bedrooms, each has a private bathroom and similar refinements as at *The White Horse*. The adjoining restaurant is open from 7.30 a.m. to 11 p.m. and the tariff for apartments only is single room with bath, £2; double room with bath, £3. As is usual in all Trust Houses, 10 per cent. is added to one's bill in lieu of individual staff gratuities.

Trust House Hotels developments in Hertfordshire do not end here. In July, 1964 *The Breakspeare Motor Hotel* will open only a quarter of a mile from the Hemel Hempstead access point to the M1. The 28 bedrooms will be similarly equipped as in the two hotels previously mentioned, and in the main building will be a Coffee Shop (a regular feature in American hotels) open 24 hours of the day and serving quickly cooked grills.

The parent company of Trust House Hotels Ltd. was born in January 1903, so it is with filial affection rather than the hope of financial gain that, additional to those mentioned above, they own several small inns which make happy retreats from the work-a-day world. Here are others of the Hertfordshire family. Berkhamsted—*Kings Arms*, on what was, before the M1, the main road from London to Birmingham. A noted stopping place for the mail coach—it makes a convenient break for motorists. Tel. 95. Chipperfield—*Two Brewers*. Overlooking common land, extensive woodland and good walking country. An ideal spot for you and your dog. Tel. King's Langley 2408. Harpenden—*Old Cock Inn* retains much charm and character. Note it for a meal. Good riding and walking hereabouts. Tel. 2649. Little Haddesden—*Bridgewater Arms*. A delightful retreat 600 ft. up on the Chilterns, set in 4,000 acres of National Trust property. Golf, riding and walking are at the doorstep. Tel. 2121. Radlett—*Red Lion*. A useful address for those whose business lies in London but prefer to sleep in the country. Fast trains do the 16-mile journey in 15 minutes! Tel. 669811. Redbourn—*Rose and Crown*. On the Birmingham road 33 miles from London. A suitable base from which to visit Whipsnade. Tel. 2326.

Though Trust Houses have an important stake in Hertfordshire, other groups as well as private interests have and are contributing to our enjoyment. We will take them in alphabetical order:

Hatfield—*The Salisbury*. Here is a most commendable example of private enterprise and individual know-how. When Mr J. H. Bullen first acquired the property it was a small unlicensed private hotel. Now he offers 25 attractive bedrooms, has established a flourishing luncheon and dinner trade and has opened a distinctive bar, plus a separate residents' lounge.

Hitchin—*The Sun*. The Trident Hotel Group acquired this old coaching inn—built about 1525—a few years ago and have recently completed considerable modernisation and improvements without destroying the charm of age. Its 23 bedrooms and restaurant are mostly full during the week, but for a long weekend it makes a good centre for such attractions as Whipsnade, Woburn Park and Luton Hoo.

Royston—*Banyers Hotel*. Residential accommodation is limited to eight bedrooms so best book ahead (Tel. 2110). It would be as well to adopt the same policy for meals, as Commander and Mrs George Nelson are well versed in food and wine matters, hence the coveted rosette awarded by the A.A. and R.A.C.

Near St. Albans—*The Noke*. Developed from a small guest house into a charming roadside hotel and restaurant by private enterprise. The owners are now Scottish Breweries and the good reputation of the Noke continues to grow.

Stevenage—*Cromwell Hotel*. Now under the direction of Goodhews Ltd., the London caterers, the Cromwell maintains its reputation as one of the premier hotels on the Great North Road. So, again it is best to make your reservation in advance.

For a meal out in Hertfordshire, with no thought of residential accommodation, our thoughts run to *The Crown* at Garston, Nr. Watford; a modern brewers house where Mr and Mrs Stuber with admirable Swiss proficiency provide a varied choice, pleasing presentation and service.

Then for old world charm, friendly surrounds and mouth-watering choice, track down, with the aid of a map, *The George and Dragon*, Watton-at-Stone, where the resident owners are right " on the ball ". Tel. Watton-at-Stone 285. To pinpoint it on your map, the clue is a by-road between Hertford and Stevenage.

BOURNEMOUTH WEST. BOURNE HALL HOTEL

In a key position for sea, shops and shows and with moderate terms. Private baths, lift, delightful garden, hard tennis courts, billiards. Games Room and Ballroom. Lock-up garages. Tel.: Westbourne 63333.

BOURNEMOUTH, HANTS

HEATHLANDS HOTEL

EAST CLIFF

In the top flight of good family hotels with every comfort for every age. Varied, interesting menus. Large car park.

Brochure from S. P. Sindall, Managing Director. Tel.: 23336.

EXMOUTH, S. DEVON. DEVONCOURT HOTEL

(50 bedrooms), situated in a beautiful four-acre semi-tropical garden facing full south with magnificent views of the bay. A high standard of comfort, excellent food and wine. Always open. Tel.: 2277.

QUALITY . . .
in Food, Service and Accommodation,
naturally, at

ST. BRELADE'S BAY HOTEL
JERSEY

1st Register Four Star

Quality, too, in our new, heated swimming pool, cocktail bar and sun verandah—even on the long golden beach which we overlook.

Try us for Quality
Write D. J. Brecknell, Resident Manager.

BILLS

Parliamentary, Posters, and the long-billed Platypus may concern you little, but those weekly, monthly and quarterly bills—food, light, heat, rates—may be for you a worrying problem.

There is a solution ready to hand. Give up the nerve-racking struggle of your own house or flat and live comfortably and economically at

ONSLOW COURT HOTEL
QUEEN'S GATE, S.W.7.
KEN. 6300

one of the eight North Hotels of London, all situated in South Kensington. Write today to Miss E. Gentle, M. F. North, Ltd., 14, Cromwell Place, S.W.7 (Kensington 1212) for brochures and tariffs of all the North Hotels.

LYTHAM, Lancashire. CLIFTON ARMS

A sea-front hotel in the luxury class. Grill room. Cocktail Bar, excellent cuisine, service. Private baths. First-class golf. Tel.: 6245.

MULLION, S. CORNWALL. POLURRIAN HOTEL

(associated with Hotel Bristol, Newquay). Perfectly situated overlooking sandy beach and designed for holiday pleasure. Tennis, dancing. Fully Licensed. Tel.: 421.

NEW FOREST, LYNDHURST. PARKHILL HOTEL

Amidst lovely scenery and mild climate. Gracious country house living can be enjoyed the year round by all age groups. Tel.: 111.

RAVENSCAR, NR. SCARBOROUGH. RAVEN HALL

A self-contained, fully licensed holiday hotel with swimming pool, golf, putting, tennis, bowls, billiards, dancing (Orchestra), cinema, TV. Tel.: Cloughton 233.

ST. MAWES, S. CORNWALL. HOTEL TRESANTON

Small and first class in a sub-tropical garden setting overlooking sea. Impeccable food and service. Delightful Club Bar. Tel.: 322.

STORRINGTON, SUSSEX. ABINGWORTH HALL

Delightful country house comfort with beautiful garden. Close to Golf and Downs. Ground floor bedrooms. Dogs accepted. Licensed. Tel.: West Chiltington 2257.

A HONEYMOON IN THE OFFING?

Honeymoon planners should bear in mind that full moon dates for the next two months at the

GRAND HOTEL
TORQUAY

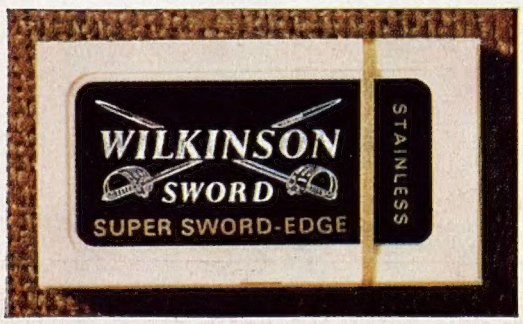
are April 26th and May 26th. Can we reserve you one of our bridal suites or an attractive room with bath overlooking moonlit Torbay?

Always a good address for important occasions.

Tel.: 25234

Infantry Officer's Sword—Made by Wilkinson Sword Limited

WILKINSON SWORD ∽ THE NAME ON THE WORLD'S FINEST BLADE



This is the finest blade in the world. To understand why, you must know two things about its makers, Wilkinson Sword Limited. First, that they have been making fine swords for a hundred and ninety-two years. In all they do, they have the craftsman's care for perfection—something far beyond the standards set for mass production. Second, they have the most highly qualified and best equipped research team ever devoted to the improvement of the razor blade. A concern for quality above the needs of commerce; an ability to achieve the best—these have made the Wilkinson Super Sword-Edge Blade. No wonder these blades are sought after. No wonder demand in some shops still exceeds supply. These are the smoothest, sharpest, longest-lasting blades you can buy. Ask a Wilkinson shaver.

TEMPERED BY CRAFTSMEN ∽ HONED WITH LOVING CARE